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BALTIMORE, JULY 11, 1907.

President R. W. Silvester of the
Maryland Agricultural College, College
Park, Md., writes to the MANUFACTURERS'
RECORD as follows:

I fully realize that your magnificent paper,
showing the phenomenal development of re-
cent years in the South, is the only medium
through which one can keep fully abreast of
this phenomenal development in manufac-
tories, railroading, banking and, indeed,
everything that pertains to prosperity in
the South.

TO GET IMMIGRANTS.

In an address before a recent meet-
ing of the North Carolina Bankers' As-
sociation Mr. A. W. McLean, presi-
dent of the Bank of Lumberton, dwelt
upon the necessity for a reinforcement
of the labor supply of his State. That
question he regards as of great concern
to North Carolina, and he holds that
the continued development of its re-
sources upon any large scale is well-
nigh impossible as long as present con-
ditions persist. During the past 10
years there has been a wonderful pro-
gress in North Carolina, but Mr. McLean
calculates that the agricultural produc-
tion is being curtailed at least 20 or 25
per cent. annually by the inadequacy
and incompetency of farm labor; that
much valuable farm land is either un-
cultivated or improperly tilled, and
that the main embarrassment of manu-
facturers is not lack of capital or lack
of raw material, but a supply of labor
necessary to keep existing establish-
ments in full operation, to say nothing
of manning industries that would
greatly increase in number in these
prosperous times were it not for a
shortage in the labor supply.

For a solution of this problem Mr.
McLean looks to immigration, both do-
mestic and foreign, and he points to the
marked success of the Chadbourn en-
terprise and of the plan of Messrs.
Hugh MacRae & Co. of Wilmington, N.
C., as illustrations of what may be done
through properly directed efforts to in-
crease the number of workers in agri-
culture. But he nevertheless feels that
the only full remedy for the present
ills, both in agricultural and manu-
facturing lines, is in bringing in for per-
manent settlement a desirable class of
foreign-born.

To induce this movement he ad-
vocates systematic advertising of advan-
tages and resources, the union of the
various business interests, including
the railroads, and the State authorities
in determination to procure settlers
and the offering of proper inducements
under State auspices to foreign immi-
grants. Proper advertisement of the
opportunities for productive agricul-
ture in North Carolina ought to bring
about a large movement to that State
of men dependent principally upon
their own efforts in farming, and, con-
sequently, little concerned about the
labor supply. Success in attracting
labor, both for agriculture and manu-
facturing, will be assured if manufac-
turers and farmers prepare themselves
to pay to labor the same wages as are
offered in other parts of the country,
and that is true not only for North
Carolina, but for the South generally.
In recent years there has been a steady
and marked increase in wages in the
South, without, however, giving satis-
factory results as to production that it
was reasonable to expect. In that was
a reflection of the rather un-American
situation, quite common to the country,
in which a bettering of conditions for
labor seem to have tended to cripple
the ambition and the enterprise of
labor. The situation is more acute in
the South, perhaps, than anywhere else
because of the natural instinct of much
of the labor there to live by the day,
without regard for the future, and,
consequently, to be spurred to no more
persistent endeavor by the opportunity
to accumulate.

Better pay per day has meant for the
negro especially, but by no means the
negro alone, not greater steadiness in
work which is natural to a people ac-
customed to thrift, but fewer days'
work. The average negro accustomed
to working six days in a week at \$1 a
day is not inspired to work eight days
in a week, as it were, for \$1.50 a day,
but prefers to work four days in a
week. As long as there is the oppor-
tunity for such trifling, and the oppor-
tunity will remain as long as the ne-
groes have no serious competition—so
long will the South suffer in the matter
of labor. The opportunity must be re-
moved, and the only way to remove it
is by bringing into the South a greater
number of people of the stock ac-
customed to work steadily and inclined
to do better work under the incentive of
better pay.

AN APPEAL TO REASON.

The call of the developing world for the financial world's surplus capital
is the wonder of the ages. The people of the South and of the country at
large have so long boasted of our great natural resources, of our commanding
position in the world's affairs and of our increasing wealth that we have
begotten a false pride, and pride is often the forerunner of a fall. Under the
leadership of men of mighty mental power, of men of far-reaching, energetic
and daring genius in financial affairs, this country has been rushing forward
with giant strides. It has been marching with the fabled "seven-league boots"
in the development of its resources and in the creation of wealth. Accustomed
to these conditions, boasting of our wealth and resources, we have been too
prone to believe that this country is the only field in which the great leaders
of industry and of finance can operate on a scale commensurate with their
abilities in brain and money. But this false pride, based on lack of knowledge,
may yet prove our greatest danger, if not our greatest curse.

Capital seeks the most inviting field for investment, regardless of whether
that field be Africa, Canada, Mexico, South America or the Isles of the sea.
Wherever capital feels that it is the most amply protected, and can find at the
same time the best returns, there it inevitably centers without regard to place
or nationality, and instead of this country being the center for the investment
of foreign capital, as it was some years ago, we find comparatively little
European money seeking investment in development enterprises in the United
States. The heavy stream of English money flowing southward and westward
prior to the Baring failure has long since been turned to Africa, to Mexico, to
Canada, to South America and to the Orient. We are no longer getting the
benefit of the millions on top of millions which were pouring into the South
for the development of coal and iron and timber and railroad and other enter-
prises which we had in 1889 and 1890, when every issue of the English financial
papers told of the floating of some important Southern railroad or industrial
enterprise.

Up to the time legislation drove out of Texas foreign money-lending com-
panies, 25 or 30 great financial institutions of England and Scotland were
loaning money throughout Texas at lower rates of interest than could possibly
be secured at that time by borrowers in any other way. The investments which
were then being made in coal and iron and steel properties in Virginia and
Kentucky and Alabama by English people have long since almost ceased
because we have not been able to offer to the English investor any greater
opportunities than he found in other countries, and with us he has been
hampered by adverse legislation or by the danger or fear of it to a far greater
extent than in other lands. This practical illustration of what we are not
receiving as compared with what we were receiving 15 years ago of European
capital should point a moral to every man—farmer, merchant, banker, manu-
facturer or public official—throughout all our country.

Today the call of other countries upon the world's gold presents such an
alluring prospect for protection to the investor and for profit on his investment
as to endanger the continuation of our development such as we have had in
the last 10 years. It is not only true that this call is drawing surplus capital
from Europe to Canada, Mexico and other countries, but this call is equally
as potent in its influence upon American capital. Already \$700,000,000 of
American money have been invested in the development of Mexico. In that
country capital is protected to the utmost limit. Every outside investor who
puts his money into Mexico knows that he has back of that investment the
absolute certainty that in case of trouble the Mexican courts and the Mexican
Government will protect him to the utmost limit, and if any partiality is to
be shown it will be in the protection of the money of the outsider as against
the native. Think of what this \$700,000,000 of live, active money would have
done if it could have been secured for the upbuilding of the railroads and the
mining interests of the Southern States. But so attractive has been the
Mexican field, not only by virtue of the profit, but by virtue of the unbounded
protection given to such investments, that this vast sum is being rapidly
augmented by many millions more, and in the next few years hundreds of
millions more of American money will follow. We cannot begrudge Mexico
her good fortune. The MANUFACTURERS' RECORD congratulates the people of
that country that they have been wise enough to develop a situation which
gives to every outside investor the feeling of absolute safety should it ever
be necessary for him to enter the courts of that country.

In a comprehensive article in the *Bankers' Magazine* on Latin America as
a field for United States capital and enterprise, Hon. John Barrett, formerly
Minister to several different South American countries, says that while there
has been room in Mexico for the investment of this \$700,000,000 of American
money, that there is a field for ten times that amount, or \$7,000,000,000, to be
profitably invested by American business people in South America. Mexico,
be it remembered, is not the only Latin American country offering the most
brilliant opportunity to investors. It is stated by Mr. Barrett that a reliable
European financial paper has recently said that within 10 years at least
\$2,000,000,000 of European capital will be invested in South American enter-
prises, to which was added: "Many of the great financial institutions of

Europe were seriously beginning to believe that capital was safer in South America than in the United States."

Cuba in the last few years has absorbed \$150,000,000 of American capital, while Porto Rico, Nicaragua, Honduras and other Central American countries have taken \$50,000,000 more, and when we move still farther south and study the countries of South America and their marvelous business expansion we can but be amazed at what is being done. Most Americans, certainly 999 out of 1000, have so little realization of the extent of country and the variety of resources of South America that there are very few people in this country who are aware of the fact that Rio Janeiro, a city of 800,000 people, spent more money last year for public improvements than any city of the United States except New York, and that Brazil, through its central Government and the different States, is annually spending larger sums for harbor and river improvements than the Government and States of the United States all combined are spending on the same work, having just arranged a contract with an American to develop one port at a cost of \$14,000,000. Brazil, with a territory larger than that of the United States, is pressing us fast in material upbuilding, notwithstanding its small population as compared with ours. The Argentine Republic, with 6,000,000 people as against our 85,000,000, is doing a foreign trade averaging \$100 per capita a year against less than \$40 as the average for the United States. If our foreign trade per capita equaled that of the Argentine, instead of being \$3,000,000,000 a year it would be over \$8,000,000,000. The aggregate foreign trade of Latin America, notwithstanding the adverse conditions under which most of these countries have labored in the past—conditions now fast disappearing—is over \$2,000,000,000 against \$3,000,000,000 for the United States. Not only in foreign trade, but in railroad development, in the erection of magnificent office buildings, great factories, hydro-electric plants and all other lines of human activity, Mexico and South America are pressing us hard in the race of industrial advancement. On individual ports almost as much money is being spent for harbor improvement as in any half-dozen of the foremost ports of the United States combined.

While these conditions are going on to the south of us, Canada, on the north, is moving with even greater strides. Bustling with an activity rivaling the greatest ever seen in any American business centers, broad-gauged, farseeing leaders in Canada are striving with tireless energy to make that country a real, living, tangible rival of the United States in trade and wealth. Their aspirations are not to be despised. Its foreign trade is already double that of ours per capita. Its vast wheat fields are drawing tens of thousands of thrifty farmers from the West. Its railroad interests, backed by the Government, are struggling for the upbuilding of Canadian ports, not only to carry their own commerce across the seas, but to draw from us commerce now passing through American ports.

These are the conditions which confront the American people. Blessed by the Almighty with a country unequaled in natural advantages on earth, blessed with a prosperity such as no other country has ever enjoyed, we have permitted the political agitator, the socialist, the anarchist, the demagogue who is a demagogue from lack of knowledge and the demagogue who is a demagogue for the purpose of riding into power on the passions and prejudices of the people, to so arouse the fears of capital by adverse legislation, actual and threatened, that we are in danger of seeing our own country forced to a standstill, while the capital which would vivify every avenue of trade seeks investment in other lands to their enrichment as against us. These are not fanciful sketches. The history of the world shows that what is here outlined as a possibility is, indeed, a tangible thing that may come to pass. Instead of ranting against capital, instead of denouncing the railroads which are giving us freight rates not one-third as high on the average as the freight rates of Great Britain and not one-half as high as the rates of Germany and but little more than one-third as high as France, instead of heralding as though with great joy every effort made to hamper the operations of the great industrial corporations which have helped to create the wealth of which we boast and have been the leading agencies in the development of all of our foreign trade in manufactured products, instead of following the lead of the agitator against the fundamental soundness of American business interests, has not the time come for the people of this country to take a saner view of things, and instead of joining in the work of tearing down, take part in the upbuilding of the great business development of this country? Unless poverty is to take the place of prosperity, unless idle men are to walk our streets seeking in vain for employment as in 1893 to 1896, unless we want to destroy the temple and carry ourselves down in the ruins to business death, the thinking people of this country must awake to their individual responsibility to face the issue and stem the destructive tendencies of the times. In our madness we may destroy the railroads and the great business interests of the country, but we, the people, are the ones who shall suffer most.

IN A RICH REGION.

Special attention will be directed to a section rich in natural resources through what is known as the Pisgah folio just published by the United States Geological Survey and describing an area embracing about 825 square miles in North Carolina just south of Asheville and about 150 square miles in South Carolina. Within this area lie the highest peaks in the United States east of the Rockies, the valleys between the ranges being traversed by many swiftly-flowing streams, about one-fourth of them flowing toward the Atlantic ocean and the others toward the Gulf of Mexico by way of the Tennessee, Ohio and Mississippi rivers. The slopes of the mountains, some of which

reach a height of 6000 feet, are still heavily timbered, and in them rise many streams, making available an enormous water-power not yet utilized except to a limited extent. Within this area, too, are valuable deposits of soapstone, talc, mica, corundum, kaolin, graphite, copper, gold, building and ornamental stones, lime and brick clay. In fact, the area is typical, especially as regards its timber resources and its water-powers, of the region which far-sighted economic statesmanship would make a vast forest reserve to be known as the Appalachian Park. Great as are the attractions of this region for health and pleasure, as indicated by the development of the many flourishing resort hotels and towns, even this

feature is of minor importance in the plan compared with the necessity for maintaining forever the forests protecting the sources of power for transportation and industry. Immediate wealth may be obtained in converting the forests into lumber, but the ultimate loss through a turning of swiftly-flowing rivers into raging, devastating torrents at one season and to inutile trickles of water at another may hardly be estimated.

DEVELOPMENT OF RAILWAY MOTOR CARS.

Several of the steam railroad companies are persistent in endeavoring to discover a type of motor car which will enable them to handle certain classes of passenger traffic rapidly and economically. Such a car is desired by some of them for branch-line service on which trains are now operated either at a loss or without adequate profit, while others seek it for frequent suburban service either in competition with electric railways or in places where the trolley is expected to appear and take away some of the earnings of the steam roads. In the vicinity of sundry cities may be seen closed and abandoned railroad stations whose traffic has been absorbed by the cheap and frequent electric car, and, naturally, the holding of such business is sought by other railways similarly situated, but whose field of service has not yet thus been actually encroached upon.

Gasoline motor cars for railways, a natural development from the automobile, have been before the public for some time, as has their cousin, the gasoline-electric car. Each type is being used, the Union Pacific Railroad Co. displaying especial activity in developing the former, producing several speedy and commodious vehicles, while it is now reported that the company will put in service twelve more of them, eight having been heretofore turned out at the Omaha shops. Of course, one of the main reasons for these endeavors in the development of independent motor cars is to secure a type of vehicle which does not require a costly power plant to operate it, as electricity is profitable only where travel is frequent and, to a reasonable degree, constant. Lately, on account of difficulties said to exist in connection with some gasoline motors, several builders have constructed light steam engines to be installed upon the passenger cars so that one man on each vehicle could operate them, he acting as both fireman and engineman, and these efforts have met with success.

The Erie Railroad Co. has just purchased one of these steam cars, or "dummies," as they might be called on account of their resemblance to the dummy car of 30 or 40 years ago. It was built at the Barney & Smith shops, Dayton, Ohio, and ran from there under its own steam to Jersey City, more than 800 miles, at an average speed of 15 miles per hour. It can seat 48 passengers, 10 of them being in the smoking compartment. There is a baggage-room in the forward part of the car, and ahead of it, in the extreme front, is the engine. This machine can drive the car alone at 40 miles per hour on level track, or with a trailer at 30 miles per hour. On a 2-per-cent. grade the car alone can make 15 miles per hour, or with a trailer 11 miles per hour. The engine burns hard coal or coke at an estimated rate of not over 15 pounds per mile, which would enable it—if the estimate is realized—to

travel more than 130 miles on a ton of fuel. It weighs 45 tons in working order and carries sufficient coal and water for a continuous run of 50 miles. It is heated by steam and lighted by gas.

It seems probable that in the case of railroad motor cars, as in the case of automobiles, some persons will prefer the gasoline type of motor, others the gasoline-electric, or simple electric, and still others the steam motor. Each of these types has its advocates, but time and experience will doubtless demonstrate which is superior. The steam car of the Erie is of a foreign design that is said to have proven valuable in Europe, but the Canadian Pacific Railway has a steam car which uses oil for fuel. The Rock Island system also ordered a steam motor car, but it is said to be of the same type as the car which the Erie has bought. Reports of the operation of these vehicles will be watched with much interest by railway men and others throughout the country, and there are several railroad projects which seem to depend principally upon the securing of a suitable motor car for service, the promoters not desiring to install locomotives and trains.

A PART FOR THE SOUTH TO PLAY.

Referring to the notable share of the South in the prosperity enjoyed by the country and to the part that the South may play in maintaining it, the *Financial Chronicle* of New York mentions as of prime necessity in the development of Southern agriculture and manufacturing the creation and extension of railroad facilities. It recalls that immense amounts of money were spent in reorganizing, rebuilding and extending lines, and states that it should be a source of unbounded satisfaction to every citizen of the South that the roads desire to continue making needed improvements. This situation, the *Financial Chronicle* argues, should stimulate the South to use its undoubted influence against disturbance of the natural prosperity of the country. It says:

The only weak spot is the low state of credit. This is most of all apparent in the market for railroad securities (the largest body of securities in the United States), and it is so because our rulers and legislators have been showing a disposition to do what will put the income of that class of companies below a point at which the managers can make enough to cover their necessary repairs, needed new work, ordinary expenses, interest charges and dividends. Jeopardizing such a vast amount of values is shaking the foundations of all credit. We think, therefore, the words we used, that "the superstructures of credit were undermined," were just the ones to disclose best the idea we sought to express. Again, our rulers and legislators are not only displaying a disposition to harm railroads, but are expressing a desire and showing a purpose to injure the money-making prospects of all corporate capital. This condition of affairs has imparted a universality to this state of discredit to all United States securities, making the discredit more general than we have ever known to prevail before except during the silver craze, and we have been in the business of observing and writing about such matters since 1890. The South holds a position of great influence in the future of this credit involvement. That body of States cannot willingly throw away any of the advantages of a material kind it possesses. It is claimed that the South feels the derangement up to this time less than any other section. Very likely that is true.

The comparative immunity up to this time of the South is due wholly to the abundance of its natural resources. But that abundance will amount to naught without the fertilization of capital, and capital will cease to flow in that direction or will be withdrawn from the South if the tendency making

for insecurity of capital is not checked promptly. It should not be enough for the sanity of the South to check the tendency; it is not enough for it to prevent hostile legislation, but it should go farther and wipe from the statute-books the record of short-sighted hostility to corporate endeavor. And, as the *Financial Chronicle* says, "The repeal of all laws passed adverse to the interests of corporate property would improve the credit of securities in every State that did it."

WHY WAR THAT WOULD BE MURDER?

Why should the United States even think of war with Japan? Isn't it about time for the substantial interests of the country to ask that question forcibly and to unite with the great body of the people who pay for wars in blood and money for the suppression of persistent and apparently heavily financed efforts to bring into a semblance of life a public opinion that may countenance such a war? Aside from insanity, only the mind of desperate politics or of cold-blooded commercialism not blinking at murder under the guise of warfare in furtherance of its ends can contemplate with aught but horror the possibility of hostilities between the two countries whose natural instincts and circumstances should be effective for lasting peace. Yet no careful student of the hypocritical preliminaries, the sanctimonious conduct and the disgraceful though illuminating sequelae of the latest war of the United States against a weaker people—that against Spain—can fail to recognize in the flimsy pretense of bellicose stuff dished up as news in a certain portion of the daily press the unmistakable intent to use the American people again as innocent agents in the commission of a crime against humanity, to the profit of some long-headed, conscienceless clique of conspirators well concealed even from the politics, journalism, finance or industry that would willingly take its little toll of blood-gold from the sufferings of two peoples embroiled in a war unsought by either.

Who are the criminal conspirators? The search for them might take in London, Berlin, New York or Washington, and yet be unsuccessful. Influential newspapers might seek in vain for actual place of origin and the real inspiration of the war-promotive matter supplied them under various datelines. But such failure need not make it impossible for the American people to block the game effectually. They can let it be known that the tools of the conspirators, the men who preach or prophesy war with Japan, the papers that publish inflammatory appeals under the thin guise of news, the individuals who may secure temporary advantage in place or in pelf as the result of the war, will be held strictly responsible for the crime of the war, and that that war will be plain murder. It should be made known that for these criminal tools there will be no refuge in brainstorms, psychic epilepsy or sanctimonious cant. This should be made known at once. After the unjustifiable war has once begun it will be too late. The criminal instigators of modern wars know that in the midst of war their accusers can be easily discredited by being charged with treason.

AGAINST THE "TRUST BUSTERS."

The Beatrice Lumber Mill of Enterprise, Miss., in a letter to the *MANUFACTURERS' RECORD*, says:

As a champion of the South you certainly have no peer, and your knowledge of its needs and its possibilities seems unlimited, since each issue points out something new. We specially appreciated your article in issue of June 13 relative to "Agitation of the Day Against Railroads and Corporations." We are, of course, too insignificant in the business world for our sentiments to have any weight, but we realize the force of your argument so well and see the wisdom of your comments to be so far-reaching that we would like to see a few thousand so-called trust busters and anti-railroadists (if such word can be used) get a copy of your editorial on that subject. While the railroads are no doubt guilty of some oppressions at times, what would the South, and especially its millions of industries, do without them and without the aid of outside capital? Without the facilities of the one and the command of some of the other, we for one would not be in business, and there are many more like us who don't realize it.

OPPRESSING OPERATIVES.

One of the most flagrant illustrations of the necessity for interference of "social uplift" agitators, salaried from New York, in the relations of the unconscionable Southern cotton-mill managements and their oppressed employees is the way the operatives of the White Oak, Proximity and Revolution Mills are treated every Fourth of July by the Messrs. Cone, who control the mills. Around the three plants just north of Greensboro, N. C., and connected with that town by street-car lines, clusters a population of 10,000. In token of lack of interest in the welfare and happiness of these thousands the mill management actually had the temerity this year to arrange an Independence Day picnic. With a degree of cold-blooded callousness hardly to be appreciated at this distance save by professional discoverers of mare's nests, these men called their employees to the annoyances and terrors of a beautiful natural grove of oaks in which were set a building 300x60 feet for refreshments, a pavilion inviting worn-out bodies and tired feet to the dance, a stand for speakers chosen from among the cruel taskmasters at the head of the various departments of the mills, and another pavilion for the Glee Club, made up of young operatives refusing, in spite of the noble efforts of Edwin Markham and other poets to emancipate them from the slavery of the loom, to hang their harps upon the willows, as it were, so to speak, but shamelessly glorying, apparently, in their bondage, and rejoicing in their chance to toil for wages. Then, too, there was another shelter with cots and nurses for the tots who have never had the good fortune to swelter life away in the tenement district of New York and to frolic among the piles of three or four days' garbage piled up in the sun and rain in the streets of that metropolis and center of humanitarian activities in behalf of distant benighted regions of the country, garbage piled up for the benefit of the simon-pure, unpretentious sociologists of that community. Least there should be a complaint that there was a limit to the cruelty inflicted upon the North Carolina assemblage, spring water in abundance was piped to the grounds from a source a quarter of a mile away, and, in hollow mockery of the thousands in servitude, about 3000 yards of bunting were used in making the surroundings gay.

The management of the mills was so lost to all instincts of humanity that it provided refreshments for 15,000 persons, and it is estimated that 12,000 were actually served by 140 waiters, who not only handed the stuff over the counters, but strenuously made their way among the crowds distributing ice cream and other refreshments. And such refreshments!

Four hundred gallons, or 18,000 or 19,000 saucers of ice cream.

One carload, or 1200 watermelons.

One carload, or 20,000 bananas.

Fifty bushels of peanuts.

One thousand barrels of best cakes.

Ten barrels of sugar.

Fifteen thousand lemons.

Ah, there it is, the lemons. In that is a text for the throng of sociologists panting for salaries in the cause of "uplift" work, the throng which will undoubtedly be quadrupled in number as soon as the \$150,000 appropriated by Congress for the investigation of certain phases of labor in the country has been exhausted in proving that nothing can be discovered until \$1,500,000 a year are available for investigating purposes.

What a shame that the owners of Southern cotton mills should be guilty of the heinous offense of concocting a Fourth-of-July entertainment for their employees, their families and their friends to the number of 10,000 or 12,000, and in pursuance of that fell design should supply them with ice cream, watermelons, bananas, cakes, peanuts and lemonade.

Oh, commercialism, how many crimes are committed in thy name!

WISDOM.

The decision reached at New Orleans to postpone the immigration conference proposed for August was an eminently wise decision, and it is hoped that the final determination may be to give up the idea of the conference. The inspiration of the proposal was reflections upon the South as a field for immigration. It is difficult to decide whether the reflections upon the South were promulgated in hostility to the South or in the expectation that through an immigration conference hostility in the South to a certain form of immigration might be overcome. In this whole matter it is well to bear in mind that, however pressing the need of immigration to the South may be, it is not so pressing as to require the South to offer itself as a dump for immigrants assisted from their own country by their own governments in co-operation with transatlantic steamship lines interested mainly in the passage money received for transporting the immigrants, and furthermore, that though some comparatively slight Southern support has been given to recent so-called "Southern" conferences, conventions, etc., on immigration, the real impulse, not appearing, of course, on the surface, has been from quarters having not the slightest concern for the welfare of the South, but attempting to use it only as an instrument for carrying out personal and private aims.

HOW TO ATTRACT CAPITAL.

[Birmingham *Age-Herald*.]

Richard H. Edmonds, editor of the *Baltimore MANUFACTURERS' RECORD*, who spent yesterday in Birmingham, discussed the question of the district's development and pointed out facts and mistakes. He said:

"It is sometimes a good thing for the people to get out and see what the rest of the world is doing. Here in the 'South' we have been so well satisfied with ourselves that we have failed to realize how much greater things we ought to be doing than we are doing. Birmingham and other Southern cities are making rapid progress, it is true, when compared with the past, but that is taking a wrong viewpoint from which to study our advancement."

"The question is, what are we doing as compared with what other sections and other cities are accomplishing? In order to make a study of this phase of the situation, I sent one of our best men out to the Pacific coast some weeks ago to investigate the development of that section in order that the South might learn by knowing what others are accomplishing. In material advancement the Pacific coast is

beating us. With comparatively few natural advantages such as the South enjoys, entirely across the continent 3000 miles away from the center of wealth and population of the Atlantic seaboard, the leading cities of the Pacific coast are simply marvels, from whose broad-minded men we ought to be able to learn lessons.

"Take Los Angeles, for instance. In 1890 it had a population of 50,000. It had a wilder boom than Birmingham, and a collapse which threatened its advancement, but its people didn't lose heart. They didn't stop to mourn over losses, but simply worked the harder to accomplish great results. And what are the results? Well, by 1900 Los Angeles had doubled its population and had 102,000 inhabitants. That was pretty lively growth, but that was only a start. With a population of 102,000 seven years ago, Los Angeles now has fully 280,000. In seven years it has almost trebled its population. Its bank deposits exceed \$100,000,000, and about 10 days ago it voted a bond issue by ten to one of \$23,000,000 for a new water supply.

"Everything else in Los Angeles is moving forward on the same gigantic scale. Its people have faith, and to faith they add works. Los Angeles is almost wholly a result of pure grit, of the work of men of broad vision and boundless energy united for the creation of a great city. Think of what the same men could have made of Birmingham. If Los Angeles had Birmingham's natural resources and advantages it would even now be a city of 500,000 people or more. But Birmingham lacks Los Angeles' spirit of co-operation, of boundless faith in the future, or otherwise it would long ago have secured a cheap water supply ample for all future industrial needs, and I am not at all certain but what it would have dug, at its own cost, instead of waiting on the Government, a canal to reach navigable river transportation. And then Birmingham lacks some of the spirit of co-operation of Los Angeles and other Western cities. * *

"If a Pacific coast city, with comparatively few natural advantages, can grow from 102,000 population to 280,000 in seven years, and could vote by an overwhelming majority \$23,000,000 for a new water supply to be brought 100 miles or more, what could not Birmingham accomplish with its absolutely unequalled advantages? The possibilities here are simply limitless, and their full development needs only faith and work—faith in the city and faith in its people, coupled with 'team work,' where every man recognizes his individual responsibility to give the very best in him to the betterment of his own city and own State. To do this it is necessary to look outside and see what others are accomplishing, to get a broad view of the world's advancement and see whether we are keeping pace with it or not. The self-centered man or community can never do much. We must catch the inspiration of seeing what progress others are making, and thereby be stirred to keep pace with them."

"Then if Birmingham and Alabama and the whole South would match the progress of the Pacific coast, or even of New England, which has taken a great industrial spurt in the last year or two, they must make the outside investor welcome, and make him feel absolutely safe as to the protection of his capital. Just as the whole country in times past looked largely to Europe for the capital needed for its development, especially for railroad building and other great enterprises, so the South must of necessity look elsewhere for capital adequate to meet the needs of its trade and industrial upbuilding. Every law which tends to lessen the inflow of outside money for investment adds to the cost which the people of a State must pay

to local money lenders, and this doubly retards advancement. Alabama should make its voice heard throughout the financial world in its invitation to capital, whether it be capital of money, of brains or of brawn, and it should guarantee in whatever form it comes absolute security and safety. This State has resources sufficient to furnish a home for 10,000,000 people and for \$2,000,000,000 more of capital than it now enjoys. It is larger than Pennsylvania and has more natural advantages, but Pennsylvania has ten times as much money invested in manufactures as Alabama. The city of Boston alone has as much money in manufactures inside of the limits of the city, and not counting the hundreds of millions it has invested elsewhere, as Alabama and Georgia combined.

"We boast about our growth, but we have not commenced to grow as compared with what we should be doing. And yet we imagine that the world is going to literally force its money upon us. Never was there a greater mistake. We have got to woo the world's capital in competition with other sections, which are putting up the most attractive pleas that ever a moneyed man listened to. The Northwest, Canada, the Pacific coast, are all moving heaven and earth to turn the tide of capital, of population, of developers their way. And we are either sitting down doing little or nothing to draw it here or else are actually fighting it by drastic laws passed or threatened. We are spending our time listening to the politician denouncing railroads, developing hostility to them and to other corporations, when we should be strewing the pathway with roses for those who might be induced to come and build more railroads and develop more corporations and add to our prosperity and our blessings.

"We are denouncing railroads for track and car shortage, and yet by our agitation making it impossible for them to get the money needed with which to buy new cars and to build new track.

"The time has come for the South to awake to these conditions, to catch a new vision of its opportunities and its responsibilities, and, forgetting the things which are behind, gird its loins for a new race for the advancement of everything which utakes for prosperity and progress, as these are the foundations upon which must rest the betterment of every class of its people."

FOR SCHOOL USE.

Mr. H. E. Graves, real estate and investments, Bristol, Tenn., writes to the MANUFACTURERS' RECORD as follows:

"I have been a subscriber to the MANUFACTURERS' RECORD for several years, and would not be without it under any consideration whatever. I consider the MANUFACTURERS' RECORD the greatest exponent of the South of any paper published in the world, and its work for 25 years attests the fact that it has been a true and consistent friend of the South in the upbuilding and promotion of her wonderful resources and advantages. The recent pamphlet by Mr. R. H. Edmonds, entitled 'Facts About the South,' is a resume of the South's wonderful development, which is wonderful in the information it gives regarding our Southland. This pamphlet should be in the hands of every man interested in Southern development, and should be used as a text-book in the schools and colleges throughout the South, as it contains information which cannot be obtained elsewhere. Long life and prosperity to the MANUFACTURERS' RECORD, the great friend of the South in all of her wonderful development and progress."

Mr. J. B. Peters, general manager of the Board of Trade of Bristol, Tenn.-Va.,

writes with reference to "Facts About the South" as follows:

"I find the facts so stupendous that it is hard to take them in, digest and appreciate them on one reading, so am now reading the second time. I am now preparing my annual report, and fear that I shall largely crib from the facts and language, and as imitation is the most sincere flattery, I trust you will not object."

C. O'Leary & Son, real estate, writing on the same subject from Bluefield, W. Va., says:

"We want not only to congratulate Mr. Edmonds, but the entire South, on this magnificent tribute to the South, an array of facts which should make every Southerner's heart leap for joy and pride, in fact, our whole country, on the great progress this section of our common country has made in the great material affairs of life. If Mr. Edmonds had done nothing else in his great work of upbuilding and promoting the South, this last effort of his would entitle him to the enduring thanks of every patriotic American."

THE COTTON MOVEMENT.

According to the report of Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, the amount of cotton brought into sight during 10 months of the present season was 13,227,052 bales, an increase over the same period last year of 2,446,108 bales. The exports were 8,250,946 bales, an increase of 2,010,621 bales. The takings were by Northern spinners, 2,492,503 bales, an increase of 171,292; by Southern spinners, 2,269,132 bales, an increase of 119,212 bales.

In the 308 days of the present season ended July 5 the amount brought into sight was 13,252,062 bales, an increase of 2,445,594 bales. The exports were 8,260,137 bales, an increase of 1,994,862 bales. The takings were, by Northern spinners, 2,508,557 bales, an increase of 180,646 bales; by Southern spinners, 2,293,380 bales, an increase of 125,207 bales.

MINERALS.

Preliminary figures of mineral production in this country in 1906 announced by the United States Geological Survey show 25,307,191 long tons of pig-iron, valued at \$505,700,000; 51,000,445 barrels of cement, valued at \$55,302,277, of which 46,463,424 barrels, valued at \$52,446,186, were Portland cement, 4,055,797 barrels, valued at \$2,423,170 were natural cement, and 481,224 barrels, valued at \$412,021, were slag cement; 28,172,380 barrels of salt, valued at \$6,658,350; 14,910,000 pounds of aluminum, valued at \$4,262,286; 1,540,585 short tons of gypsum, valued at \$3,837,975; 116,653 short tons of asphaltum, valued at \$1,066,019; 50,231 short tons of barytes, valued at \$160,367; precious stones, valued at \$208,000; slate, valued at \$5,668,346; mica, valued at \$274,990; feldspar, valued at \$401,531, and quartz, valued at \$243,012.

Augusta's City Hall.

[Special Cor. Manufacturers' Record.]
Augusta, Ga., July 8.

The City Hall Commission has decided to erect a City Hall for Augusta to cost not less than \$200,000. The site for hall has already been selected, and it will cost \$45,000, of which amount \$25,000 has been paid. It is immediately in front of the Union Station, and will be in one of the most conveniently-located situations in Augusta. The commission is authorized to investigate plans and buildings in other cities before accepting plans for the new structure, and they will undertake this work within the next few weeks. Judge W. M. Dunbar, Mayor of the city, and the Council are in favor of the project, and active work is now on foot to start preliminary building.

BUILDING AT BUENA VISTA.

A Location for Varied Manufacturing Industries.

[Special Cor. Manufacturers' Record.]
Buena Vista, Va., July 6.

This city is building up rapidly and substantially, and there is such an influx of people who desire to settle here that there is not a single vacant dwelling in the city, and all the building contractors in the community are busy erecting houses for dwellings, stores and manufacturing purposes. The population of Buena Vista is now 3000 or more, having increased about 1000 since the last census. So great is the impetus given to building that a corporation has recently been formed here, composed of the best business men of the city, for the purpose of erecting houses in order to meet the demands of the steadily-increasing population. A Board of Trade has also been organized, which is doing effective work. During the last two years there have been established here another bank, creamery, ice plant, foundry, newspaper and printing plant, planing mill, fertilizer factory (Armour & Co.) and a wholesale grocery house. The city spreads over a large area, which furnishes abundant room for the erection of buildings. The city fronts for two miles or more on two railroads, affording excellent sites for manufacturing concerns, which can be bought very cheap. There are many varieties of raw material near the city which invites manufacturing establishments to develop them into finished products.

One of the finest bodies of standing timber in the State is on the eastern slope of the Blue Ridge, in Amherst and Nelson counties. Buena Vista is within a few miles of this timber, and a railroad is now being surveyed through the heart of it, with Buena Vista as its terminal point. With good railroad facilities and plenty of hardwood a furniture factory could not find a better location.

There is a large quantity of iron ore mined within the city limits, and a blast furnace turns out an average of 150 tons of pig-iron per day. The city is near the coal and coke fields. Ironworking plants will find their materials near at hand. In addition to the large quantities of iron found here, there is within the city limits and well located for transportation a quarry of sandstone, which furnishes unexcelled building stone. The handsome passenger depot in this city of the Norfolk & Western Railway is built of stone from this quarry. There are also large deposits of clay adapted to the making of vitrified fire-clay and ordinary building brick within one-half mile of the city. One large brickyard at present in the city manufactures fire-clay brick of an excellent quality. There is a deposit of yellow ochre on a spur track of the Norfolk & Western from which a fair quality of paint is made by some local painters, which would furnish to a paint factory valuable material.

Manufacturing property is assessed at a mere nominal value, and every inducement is held out by the city to such enterprises.

The city has electric lights and power, also inexhaustible water supply and power. The climate here is excellent. Our people are offering all manner of inducements to investors, and we believe that manufacturing enterprises can be started and maintained here cheaper than in probably any other city in the State, especially in view of the fact that few cities can offer more and better advantages. There are a number of plants here which employ men and turn out large finished products, but none which employ female labor or boys. There is great demand here, therefore, for a number of plants which will engage in the manufacture of small articles in which women and boys can be en-

gaged. Another advantage is that we have first-rate public schools, a female college, and are within 15 minutes' ride on the train to two of Virginia's leading educational institutions, Washington and Lee University and Virginia Military Institute at Lexington.

The large plants now here are never inconvenienced by the shortage of cars for shipping, which is due to the fact that the number of cars which bring in the raw materials greatly exceed the number used in exporting the finished products. Many empty cars are daily pulled out of the city.

The city is beautifully situated upon a plateau of the Blue Ridge mountains, and on the main line of the Norfolk & Western Railroad, and on the James River division of the Chesapeake & Ohio, which connects with the Southern at Lynchburg. The Buena Vista Board of Trade solicits correspondence from those seeking sites for the location of manufacturing plants.

W. G. TYLER.

To Develop 58,000 Horse-Power.

Some months ago the MANUFACTURERS' RECORD gave full particulars of the plans of the Savannah River Power Co. for extensive developments on the Savannah river and the establishment of big water-power-electrical plants. The company is now enlarging its plans, and it is understood will begin during the summer the construction work at Calhoun Falls, S. C., where it is estimated 30,000 horse-power is available; Cherokee Falls, on the Savannah river, 10,000 horse-power available, and Hattons Shoals, on the Tugaloo river, 10,000 horse-power available. These plants are to be operated in connection with 3000 horse-power at Anthony Falls, in Georgia, on the Broad river, near Elberton, Ga., and 3000 horse-power at Gregg Shoals, on the Savannah river. The Anthony Falls property was purchased recently, and it is understood that various others will be secured. The total to be transmitted is thus about 58,000 horse-power. Further developments up to 100,000 horse-power are proposed by addition to the initial installation. Major E. W. Van C. Lucas, engineer, associated with the company, and two other engineers are now investigating the Calhoun Falls property with a view to determining whether to build one or two dams. Some of the most prominent engineers and capitalists of the North and South are interested in this important enterprise, including Messrs. J. E. Serrine of Greenville, S. C.; Westinghouse, Church, Kerr & Co. of New York; C. Elmer Smith of York, Pa.; Eugene B. Ashley of Glenn Falls, N. Y.; A. T. Smythe of Charleston, S. C.; Pat Calhoun of New York and San Francisco; S. M. Orr and H. H. Watkins of Anderson, S. C., and H. A. Orr, also of Anderson, who is president of the company. Referring to the market for the electricity to be transmitted, Mr. Orr, the president, is quoted as follows: "It is not a question of selling the power that we can furnish out of all these developments. It is a question of choosing our purchasers. We are almost daily receiving applications for power. We will be able to place all the power we can develop." Messrs. Hugh MacRae & Co. of Wilmington, N. C., and Washington, D. C., are financing the proposition. The MANUFACTURERS' RECORD is informed that the power company's executive committee will meet in New York this week, and probably additional particulars of this project will then be announced.

The Texas Cottonseed Crushers' Association has elected Messrs. Ed. Woodall, president; R. L. Heflin, vice-president; J. A. Underwood, treasurer, and Robert Gibson, secretary.

A SPLENDID TERMINAL.

Birmingham's Beautiful New Railroad Station Is An Impressive Edifice.

[Special Correspondence Manufacturers' Record.]

Birmingham, Ala., July 6.

So much which is fancy has been written of the new terminal depot that has been in course of construction since March last year that the facts here presented

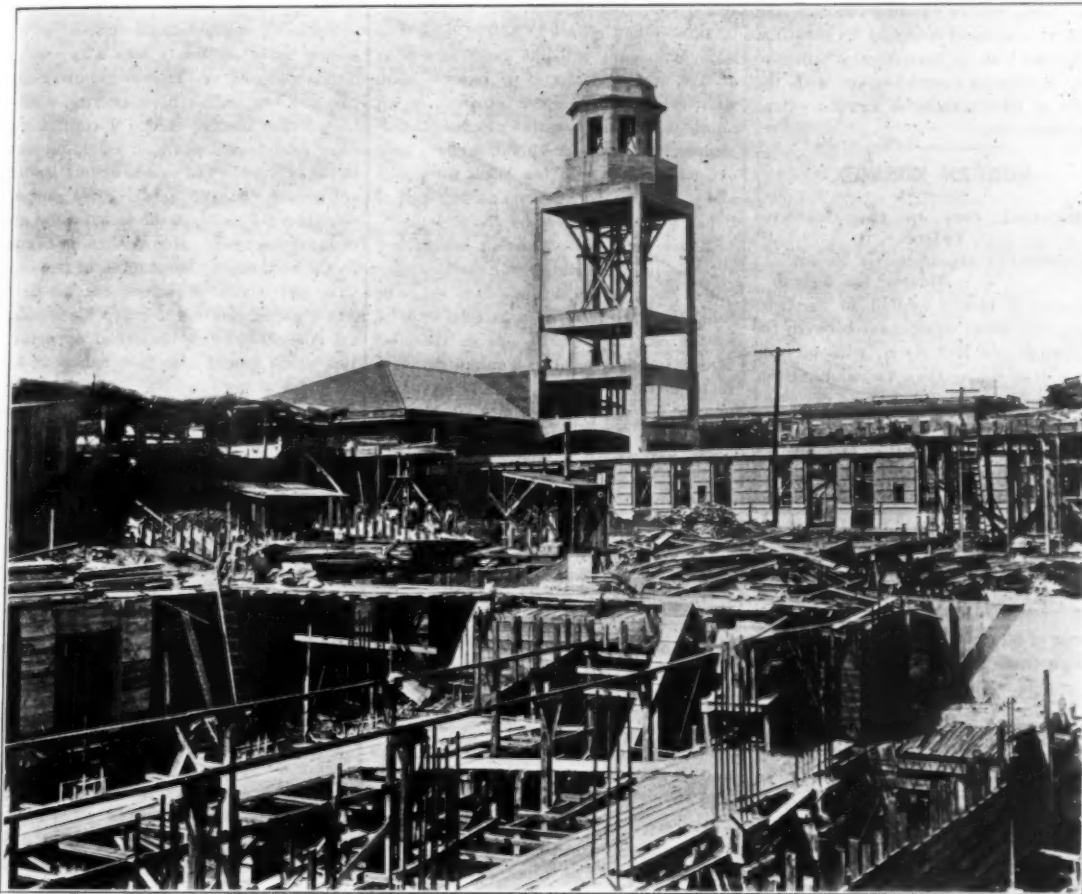
and Atlanta. The design of the shed is unique, and attracts at once the attention of visitors. The platforms are covered by inverted cantilever sheds, the outer edges of which are in line with the outer

edges of the train platforms. Upon these rest the upper sheds, covering the trains and the spaces between the platforms. The roofs of the upper shed or deck project five feet over the lower shed, leaving an aperture of 10 feet between the roofs of the two sheds for the escape or emission of smoke and gases. These spaces also serve as ventilators, and they likewise admit light. Extending upward from the lower edge and line of the lower or platform sheds is a smoke and rain wall de-

signed to prevent the roll of smoke under the platform sheds and to prevent the admission of rain from the 10-foot aperture between the projecting roofs of the upper sheds. Drainage is secured with economy and success by means of the inverted sheds and by conducting the water to the center line of these sheds, where it is trapped and carried through down spouts concealed in the beams and columns to the subdrainage below the train platforms. The design is cantilever transversely and the arch longitudinally. It is a unit system, and admits of expansion or contraction without disproportionate difference in cost of construction. There is nothing exposed in the construction of these sheds and platforms but the concrete, which, of course, keeps the cost of maintenance at a minimum.

The train platforms are reached from the station building and from the midway by means of an underpass or subway. This is 30 feet wide, and is entered by a commodious stairway from the midway, the subway having stairways ascending from both sides to the train platforms above, which obviates the necessity for any crossing whatever of any track at track grade. Baggage, mail and express matter are handled upon the track level, but always around the ends of the trains and thence on the individual platforms, the movement of the baggage, mail and express matter being always in the direction opposite from the direction of the movement of passengers, and the liability to injury is greatly lessened; in fact, there is practically no danger from a casualty, for the system here inaugurated is a preventive. Passengers leaving trains by way of the subway reach the midway and station buildings by stairways leading to each side of the entrance staircase.

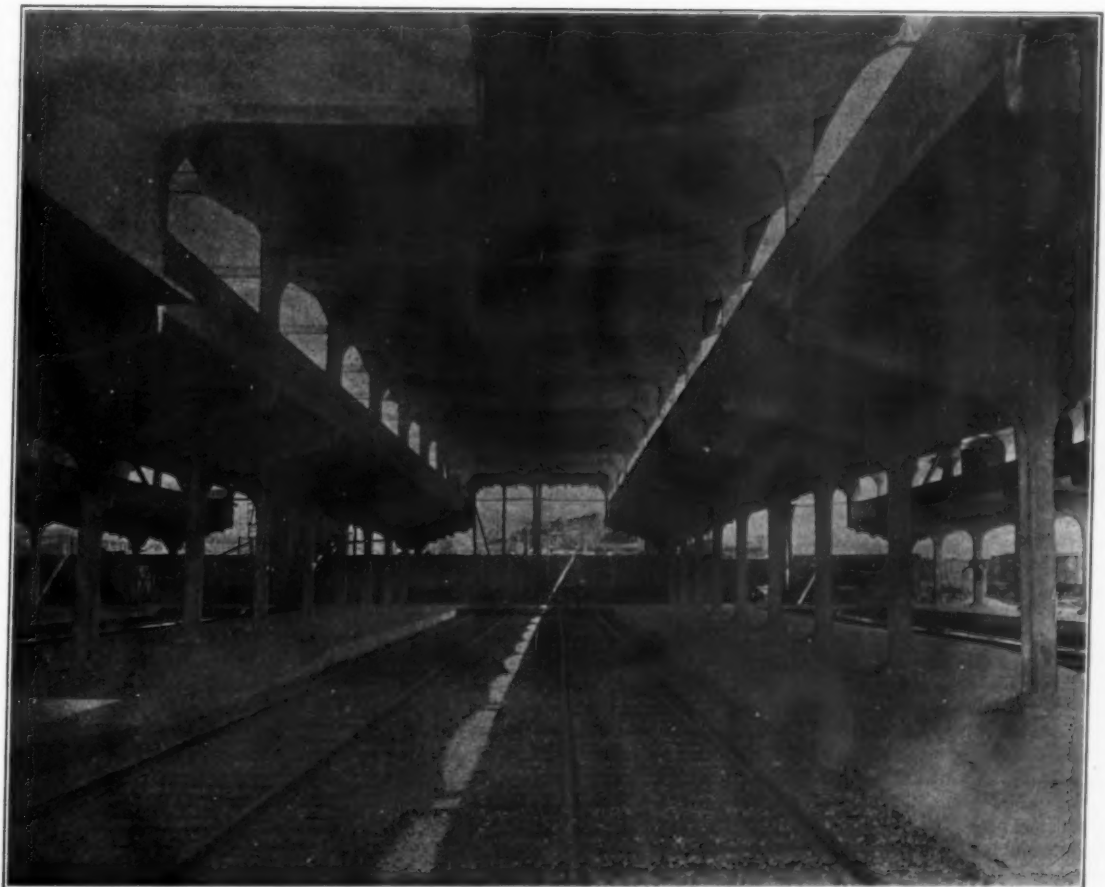
The station building, or head house proper, is separated from the tracks and train sheds by a broad and commanding midway, the middle section of which is devoted to passenger traffic, while each end is used for the handling of mail, baggage and express matter. Under this system there can be no confusion in handling the traffic, as on the train platform it can



CONSTRUCTION UNDER WAY ON BIRMINGHAM TERMINAL.

have been gathered from official sources and are submitted for the information of your readers. The conveniences and comforts which the building offers the traveling public are more and more appreciated as they are unfolded while it is being erected. When completed it will be 720 feet long, with two towers each 130 feet high and a central dome 96 feet high. Ten tracks will be used, with a daily arrival of 44 passenger trains. Seven systems will enter the station, and although it is in use now, it will be long months before it will be wholly completed. In beauty of design and as for adaptability to the purpose for which it was erected there is little in the structure to criticise. If any other city has a terminal station in which the attractions and the utilities are better blended, then that place has the handsomest and most convenient railway terminal in the land.

The new Birmingham station and tracks cover 12½ acres of ground, and are located between Second and Seventh avenues and 26th and 27th streets north, being connected by a street-car line with every part of the city. The tracks cover three and one-half miles. They are laid with 80-pound rails that were rolled at the steel mill of the Tennessee Coal, Iron & Railroad Co. at Ensley. The system has elaborate switching facilities, all of which are operated by an electric interlocking and signaling plant which was installed by the General Railway Signal Co. of Buffalo, N. Y. The train shed and platform are wholly of reinforced concrete construction, and were built by the Southern Ferro-Concrete Co. of Birmingham



VIEW OF UMBRELLA SHEDS, BIRMINGHAM TERMINAL.

be handled only in a limited way. The platforms being 20 feet wide, the inconvenience is slight.

The station building proper is a noble example of well-planned and harmonious architecture, designed by Mr. P. Thornton Marye of Atlanta, Ga., and under construction by the Oliver-Sollitt Company of Chicago, Ill. A view of the building, from the architect's drawings, was published in the *MANUFACTURERS' RECORD* nearly two years ago. It is being built of pressed brick, stone and reinforced concrete, with trimmings in terra-cotta and marble. It consists of two wings, comparatively low, two towers connecting the wings with center section or main building, and a middle building containing the main waiting-rooms and utilities, with a lofty dome of magnificent proportions. The south wing is devoted to colored waiting-rooms, corridors, etc., and to baggage and mail. The north wing is devoted to dining-rooms, lunch counters, station offices and express rooms. The center section is devoted to the use, comforts and conveniences of white passengers exclusively, and is well designed to meet its most exacting requirements. All facilities afforded white passengers are duplicated for colored passengers.

The colored waiting-rooms and baggage and mail wing has space as follows: Colored waiting-rooms, 5200 square feet; baggage and mail, 22,600 square feet; total for wing, 17,800 square feet.

The dining-rooms, lunch counters, offices and express wing has space allotted thus: Dining-rooms, lunchroom and offices, 9000 square feet; express rooms, 15,300 square feet; total for wing, 24,300 square feet.

The center section or main building has 20,400 square feet; the midways, corridors, concourses, etc., have 37,100 square feet; the train shed and platform covers an area of 141,500 square feet, making the total area under cover 241,100 square feet.

The total cost will be about \$1,750,000.

The wonderful growth of Birmingham and the expansion and development of its contiguous interests may be fairly estimated by a comparison between the floor space of the new terminal station and that of the union station, that was until recent date deemed sufficient for all purposes: The new terminal station has in buildings 62,725 square feet, in midway 37,110 square feet; total, 99,835 square feet. The union passenger station has in buildings 15,486 square feet, in midway 7750 square feet; total, 23,236 square feet. Thus the station, midway and shed of the new terminal have 241,100 square feet, and the station, midway and shed of the union depot have 68,236 square feet.

These facts carry their own comment.

J. M. K.

New Coke Furnaces in Alabama.

[Special Cor. Manufacturers' Record.]

Birmingham, Ala., July 2.

The Shelby Iron Co., of which Col. T. G. Bush is president, will build a new and up-to-date furnace at Shelby. Contracts have been let for four stoves, upon which work will commence in a few weeks. New boilers and engines will be added, and everything that is possible will be done as rapidly as feasible except the building of the stack itself. The present coke-iron stack will be run to its full capacity until at some convenient season, when there may be some lull in the iron market, and then it will be replaced by a modern stack with skip hoist and all other modern improvements. The new furnace will probably be 17x70 feet, and intended for an output of 150 tons a day. The Shelby Company has two stacks, and the other one will continue on charcoal. The company purchased a fine red-ore property near Birmingham some months ago, which it is rapidly developing. This, with its inter-

ests in the gray-ore property, from which it will secure a regular tonnage, and its brown ores, will give the company an ample supply of ore for any future needs. Among the leading people interested in this company are Wm. Nelson Cromwell, Erskine Hewitt, representing the Abram S. Hewitt estate; J. D. Probst & Co., the Gurnee estate and others. There are few iron companies in the country outside of the Steel Corporation which have such great wealth represented on their board of directors as the Shelby Company, and it is to be hoped that in entering the coke-iron industry, instead of confining its attention to charcoal iron, as heretofore, it will continue to expand commensurate with the wealth of its stockholders and the extent of its resources.

MODERN MONROE.

A Bustling City in the Ouachita Valley.

[Special Cor. Manufacturers' Record.]

Monroe, La., July 5.

Monroe is ideally located on the Ouachita river, about equidistant between the Mississippi and Red rivers, with no competing cities nearer than Vicksburg, Miss., on the east; Shreveport, La., on the west; Pine Bluff, Ark., on the north, and Alexandria, La., on the south. It is in the heart of the fertile, healthful Ouachita valley, and commands in every direction a tributary territory 75 miles in extent. As a result, the development of the city along commercial and industrial lines has been rapid.

The present assessment of the city, on a basis of 50 per cent., is \$3,700,000. The jobbing trade amounts to over \$3,000,000 per annum. The tonnage handled in and out of Monroe exceeds 721,267 tons annually. To accommodate this business there are five banks, the Ouachita National, the Central Savings Bank & Trust Co., the Monroe National Bank, the Merchants and Farmers' Bank and the Union Savings Bank & Trust Co., with an approximate capital of \$500,000 and deposits of nearly \$2,000,000. There are also three building and loan associations that are important factors in the commercial and industrial life of the city. In addition to the many retail establishments of Monroe, its commercial and industrial enterprises may be summarized as follows:

Four wholesale grocery companies, capital \$350,000; two wholesale hardware companies, capital \$125,000; two wholesale hardwood companies, capital \$200,000; five yellow-pine sawmills, daily capacity 325,000 feet; two cypress shingle mills, daily capacity 500,000; two cottonseed-oil mills, daily capacity 200 tons; one cotton mill, 2500 spindles; two cotton compresses, handling about 80,000 bales annually; two wholesale drug houses; two iron foundries; one large molasses plant, one large brick plant, and the Queen & Crescent Railroad shops, St. Louis, Iron Mountain & Southern Railroad division headquarters and terminals.

Among the new enterprises are a hardwood mill, stone building manufacturing plant, cold-storage plant, four-story bank building, five-story hotel and a four-story office building.

The Vicksburg, Shreveport & Pacific Railroad of the Queen & Crescent system, the St. Louis, Iron Mountain & Southern Railroad system, the Little Rock & Monroe Railroad, the Monroe & Southwestern Railroad, now in operation to Chapman, La., a distance of 18 miles, and the Parker and the Monroe Railway & Navigation Co.'s lines of steamboats, plying the Ouachita river and its tributaries, offer transportation facilities. The Ouachita river, now navigable only nine months of the year, is being locked and dammed by the United States Government, and when the

work is completed will afford navigation the year round. This improvement will be of inestimable benefit to the entire Ouachita valley from the headwaters of the Ouachita river in Arkansas to the Red. It will more than double its tonnage and insure much cheaper freight rates.

One of the progressive moves now on foot is to belt Monroe by interurban electric lines for a radius of 50 miles, making connection with all nearby towns. Property values have increased threefold since this modernizing process began. The assessed valuation in 1898 was \$1,700,000; in 1906 it had grown to \$3,776,555. The city government is in the hands of a body of live, wide-awake and progressive men, who believe in the spirit of push in all municipal matters. In the process of modernizing Monroe over \$1,000,000 have been expended in the past few years for public and private improvements, and over half of it has been contributed by the city.

Monroe has spared neither energy nor expense in establishing and maintaining one of the best systems of education to be found in the State, as is largely attested by the city high school, one of the most modern public educational buildings to be found anywhere. This school is supported by the taxpayers of the city of Monroe, and is free to every pupil who lives in Ouachita parish. The St. Hyacinth Academy and the parish school are important adjuncts in educational matters. Every opportunity is given not only to develop the mind in educational matters in Monroe, but to strengthen and broaden it, that the child may become a man or a woman worthy of citizenship in this great State of Louisiana.

Monroe has broad streets, numerous elegant private residences, handsome business blocks and large capacious, well-stocked stores, ample and well-paved roadways and electric roads leading into ever varying and undulating highlands and parks.

Increased appropriations are constantly being made by the City Council to beautify the streets and walks, and at no time in their history has more advance been made by her municipality in this respect than within the last 12 months.

Monroe is fortunate in having a Progressive League, composed of the bone and sinew of its business men. Mr. Edward W. Anderson, who for many years was the able commercial agent of the Missouri Pacific Railroad, is secretary. He is a man of force and ability, and is the dynamo in the wheels of this trade organization. He is never idle, but always to the fore in instituting measures looking to the upbuilding of the city on practical lines. It was largely through his efforts that business excursions throughout the State and adjacent territory were inaugurated in order that the business man could by traveling around see and learn new conditions of trade. In speaking with your correspondent regarding Monroe, her advantages and resources, he said:

"Situated in the heart of the raw material district, surrounded with the territory of the richest soil on earth, on which can be produced any farm, orchard or garden products that can be grown anywhere in the United States, the future of this city appears bright indeed. With two trunk lines of railroad touching the marts of the East, the West, the North, the South; with a beautiful navigable stream, with its tributaries penetrating the richest valley in America, Monroe's future is as bright, if not brighter, than of any city in the Southland. Seventy-five miles west of the Mississippi river, 50 miles south of the Arkansas State line, 300 miles north of the city of New Orleans, in the center of the yellow pine and hardwood districts, no more advantageous location could be found for the upbuilding of a greater city

than this. It is the place for the location of manufacturing plants. Near it should be the homes of the farmers and the overworked factory hands of the North. All that is necessary upon the farms nearby is that they be tickled with the fingers of industry to make them laugh with an abundant harvest. Water is abundant in the bayous and rivers. Springs are numerous in the uplands. Drouth is seldom known. The air is balmy, the climate healthful, and the average coldest days in winter do not preclude a person from working out of doors. Monroe, with its exceptional surroundings, offers unsurpassed opportunities to men with energy, brains and capital. Her people are generous and hospitable; little courtesies seem innate; they always extend a cordial welcome to strangers and lend a helping hand to the worthy. The minds of our leading spirits are charged with a grave purpose to achieve a position of importance and stable prosperity. Monroe has awakened to the exceptional advantages of her location, and is now stretching out her arms like a young giantess to grasp the wonderful commercial and industrial opportunities which should have been hers long ago by virtue of her location.

"The Progressive League of Monroe stands ever ready to give any detailed information regarding this city—its great advantages, resources and possibilities—which the capitalist, investor or home-seeker may want to know."

ALEXANDER HELPER.

In a Florida Town.

Editor *Manufacturers' Record*:

As it seems to be your purpose to publish letters from various sections of the country that carry the good tidings of progress and development, I would like to say something of our little "burg" and its progress.

We have one of the most beautiful and picturesque little towns in all Florida. There are only 1200 inhabitants at present, but the number is fast increasing. We have three yellow-pine sawmills, with a capacity of 20,000 feet per day, running full time; eight large mercantile stores, one retort, one concrete works, one turpentine tool factory, one brick-kiln, fine churches, one elegant school. Our courthouse would be an ornament to a town ten times our size.

We are situated just 30 miles south of Jacksonville, on the St. John's river. The Atlantic Coast Line Railroad runs through the town, and we have two passenger trains each way every day and two steamer lines, which makes our shipping facilities very easy, and the sharp competition gives us low freight rates.

There are now under course of construction two business blocks, one of white pressed brick and one of concrete. The Masons are now preparing to erect a magnificent three-story concrete block, the first floor to be used for business purposes, the second for offices and the third for fraternal halls.

The center of attraction here is a large sulphur spring. This spring is noted for its medicinal qualities. Mr. Louis H. McKee of New Jersey, who was a winter visitor to Florida two years ago, chanced to stop over here, and having a keen eye to business, bought the spring and the adjoining block. He at once went to work on the spring, and built of concrete a beautiful structure 100 feet square, covered with glass, and arranged 11 bathing pools, one 30x80-foot public pool, eight smaller private pools and one large pool in a separate compartment for colored people, the whole improvements costing about \$25,000 and making one of the finest places for health and pleasure in the whole South. After the completion of the

spring he turned his attention to the erection of a 100-room concrete hotel after the Mexican model, which is a curiosity in this country and is the instance of much comment. This hotel will be open for guests by next tourist season.

The land hereabouts is adapted to the growth of almost anything, and the climatic condition is such that a crop can be grown at almost any season of the year. There is no trouble to get two crops from the same piece of land each year in the vegetable line, and as much as \$800 has been realized per acre from one crop. Sea Island cotton, corn and any kind of grain can be successfully grown. The only trouble at this time is labor, which has gone so high and got so scarce that it is impossible to raise general crops when you have to depend on hired labor.

JOSEPH B. LONG.

Green Cove Springs, Fla.

DE BARDELEBEN'S BIG PLANS.

Developing Iron and Coal in Alabama.

[Special Dispatch to Manufacturers' Record.] Birmingham, Ala., July 9.

In the course of a long conversation with your correspondent H. F. De Bardeleben has outlined the intentions of his associates and himself for the further development of this district. For years they have been buying desirable property carrying coal and iron ore until they have accumulated approximately 75,000 acres of the pick of the various fields in which they have operated. There has been no lack of money to make their operations successful, and De Bardeleben has been the leading spirit in the location and purchase of desirable properties. So well has he performed his part that his company now owns approximately two-thirds of the Cahaba coal fields, besides large holdings in each of the Warrior and other fields. In their purchases they have acquired seams carrying all qualities of coal. One of their seams is seven feet, carrying a fine quality of semi-anthracite coal. In the Cahaba field are their hard coals mainly, and they are all of fine quality. They have secured large tracts carrying seams of steam coal and what is called domestic coal, and they are not without a liberal supply of the soft coals. They also have a fair supply of coking coal, so that they are in condition, or will be when in full operation, to supply any and all grades that are called for by the commercial world. Their mines are now being opened, and some are already turning out very satisfactory results. Four payrolls have already grown out of these openings, and in a short time this number will be increased to ten.

Three railroad trunk lines now penetrate and cross their coal fields, so that there is every facility for the prompt handling of the coal. In a comparatively short time the mines opened will be delivering an output of 10,000 tons. When these are in operation and bringing satisfactory results the income will be a nucleus for still more operations. The operation of the coal properties is the first consideration.

The company owns 3000 acres of land bearing ore, which is said to be in unlimited quantity and of fine quality. In securing the ore lands every precaution has been taken to safeguard their object, and they claim that in both qualities and quantity of ore they are on a level with the best. The coal will be brought to the ore, as three railroads cross the coal fields, and the cost of transportation will be very light. When the time is opportune for it, at a place already selected at an ideal spot, furnaces will be built, and in time they will be followed by a steel plant. The company under whose control these things have been done will give way to a central

company of very large capital and resources.

All that is here outlined will be accomplished. There is no scheme involving town lots or real-estate speculation or wildcat stock to fool a gullible public. It is simply a business proposition conceived in the fertile brain of Henry De Bardeleben and work by him to a successful conclusion. All these things here outlined will not be accomplished in a day. But the time will come when they will be spoken of as a monument to the foresight and restless energy of their projector. He is as full of restless energy as ever, and his confidence in the future of this district knows no limit.

J. M. K.

IRON MARKET QUIET.

But Industries at Birmingham Are Busy.

[Special Cor. Manufacturers' Record.] Birmingham, Ala., July 8.

There is not a single feature of interest in the market. There were three sales of 1000 tons each during the week for different deliveries, and each one commanded current value. There still prevails an insistence of deliveries due, or near due, and this insistence is unending. All to whom iron is due want it, and want it badly. The mail to the iron interests is mainly of letters insisting that the iron must be forthcoming to prevent a shut-down. The furnaces are having a hard time in meeting the demands of their customers, as both in quantity and quality results from them have been disappointing. The furnaces are not turning out either the quantity or the quality expected. This makes it very hard on those which sold up closely against their anticipated output, and some of them are in this respect in any but a comfortable frame of mind. The new business of the week has been principally of a retail character, and confined to supplying small necessities and for special makes. For these special makes the price has been pretty well maintained.

There was some spot or nearby iron sold at \$23, \$23.50 and up to \$25. But these prices indicate that the iron had to meet special specifications. The sales carried a guarantee in this respect. There was some mottled iron sold at \$17 for nearby delivery and some No. 2 foundry went at \$22.50, and there was a little No. 1 sold at \$23. For July delivery small sales were made at \$22, and there was a sale of 1000 tons on the basis of \$21 for No. 2 foundry, delivery being prompt. There were a few other scattering sales, some going at \$21 and some at \$21.50, and all being small lots. There was a special sale of one lot of 1000 tons for delivery in July and August around \$22.50. But one can see that it carried special requirements. For the last quarter there were some small sales reported on the basis of \$20 for No. 2 foundry. There is a feeling in certain well-posted circles that while the fourth quarter is quoted at \$20 as the low point, it can nevertheless be obtained at \$19.50. For the first quarter of 1908 the trading was very light, and but one sale of 1000 tons was reported, and it was really for the first half of 1908. The price reported was \$18.50.

The scrap-iron market is following to a greater or less degree the course of the market for pig-iron, and there is not much to say of it. We can only renew quotations, with the caution added that prices have little strength. Quotations are as follows:

Old iron rails, \$23.
Old iron axles, \$23.
Old steel axles, \$19.
Old car wheels, \$21.50.
No. 1 railroad wrought, \$17 to \$17.50.
No. 2 railroad wrought, \$16.50.
No. 1 country wrought, \$15.

No. 2 country wrought, \$13.50.

No. 1 steel, \$13.

Machinery castings, \$16.50.

Borings, \$9.50 to \$10.

Stove plate, \$14.

Cut boiler, \$12.

For cast-iron pipe there is nothing to say of interest. Quotations are of the same character as for other iron products, and the only way to ascertain what is the real price that represents actual transactions is to approach it with an order in hand. As an approximate guide we quote four and six-inch pipe at \$35, and 8, 10 and 12-inch pipe at \$33. The larger sizes are \$31.

The more important shops of the district are yet as busy as they can be, and their order-books are yet well filled with orders. This is not confined to the immediate vicinity of Birmingham, but it extends to the outlying points. It was ascertained during a trip to Bessemer that the Bessemer Machine & Foundry Co. had just shipped the necessary flasks and patterns to make six-inch pipe to Catlettsburg, Ky., and is making four, six and eight-inch flasks and carriages to go to the Sheffield Cast Iron Pipe & Foundry Co. Orders had just been received from California for two 72-inch wicket valves for a large irrigation ditch, each one weighing 16,000 pounds. The company was also doing some special work for the Easley furnaces, and had a contract with St. Louis parties for 400 tons of special castings. Besides the work mentioned, there were several lots under negotiation. All the iron industries at Bessemer seemed to be full of orders and had a prosperous appearance.

For some months the Birmingham Water Co. has been endeavoring to solve the question of a supply of water for this district, and now announces its plans. It has begun construction work on a cement dam across the Little Cahaba river, which will furnish 75,000,000 gallons of water daily. At present only 15,000,000 gallons are being used daily, and it is therefore evident that the company's plans will take care of needs for many years to come. This dam is being constructed in De Shazo's Gap, about 12 miles south of this city, and will cost about \$250,000. It will be 400 feet long, 60 feet high and 45 feet wide at the bottom. It will form a reserve lake three or four miles long, where the water in the rainy months will be stored to be used as needed. The work is being directed by Major H. F. Juengsh, chief engineer, and his assistant, Goss. The company has contracted for a new 8,000,000-gallon pump and engine for the Cahaba station, where there are already pumps with a daily capacity of 30,000,000. The North Birmingham station pumps 10,000,000 gallons. A 30-inch main will be constructed to the city from a point where the lines from the reservoir are joined together. The value of this undertaking to the city in locating industries, if properly advertised, cannot be overestimated.

After about a year's quiet and persistent effort the Atlanta, Birmingham & Atlantic Railroad has arranged for a right of way into Birmingham from Bessemer, the expenditure for real estate in this connection amounting to \$1,200,000. Mr. Preston S. Arkwright of Atlanta, vice-president of the company, states that in entering Birmingham from Bessemer his company's railway will strike the railroad yards near Elyton; continuing toward the city the road has acquired and will use a large tract of land between the North Bessemer car line and the Valley Creek Canal. The yards will be a mile in length and 400 feet in width. This line will connect with the Frisco system at Walker street, which

will enable the railway to enter the new terminal station.

A branch road will be built from the main line just north of Bessemer, which will pass through the property of the Woodward Iron Co. and other properties until it reaches yards at Hueytown. Here the company has acquired 200 acres of land on which to locate extensive freight yards. Such shops as will be built in the Birmingham district will also be located there. Continuing from Hueytown the road will pass through Bone Gap to Mulga. At Mulga the road will have access to the coal properties which the Birmingham Iron Co. (affiliated with the railway) has acquired and is now operating. The holdings, iron, coal and coke lands, owned and controlled by H. M. Atkinson of Atlanta, the leading spirit in this enterprise, and his associates, consists of 43,000 acres of land in Jefferson county alone.

The company owns valuable coal lands at Mulga, where two shafts will be sunk. One will be 700 feet deep and the other 300 feet deep. The product will be principally Pratt steam coal.

The initial installation will cost in the neighborhood of \$1,000,000, which is exclusive of the cost of the railroad leading to the mine, one mile of which will cost \$250,000, as it traverses a very rugged country. The two shafts will have a combined capacity of 5000 tons of coal a day.

It is claimed that the mines, when opened, will be the most modern in the South.

Developments are also under way at the South Creek mines. Electrical and other modern machinery is being installed at a cost of \$250,000. This will give those mines a daily output of about 1500 tons of coal, in addition to 200 tons of coke a day. All of these developments are in addition to the operation of the smaller mines near Blossburg.

The Birmingham Iron Co. has recently taken over the Songo ore mines on Red mountain, and is making extensive improvements.

This furnace now has a capacity of more than 4000 tons a month. A new blast furnace being built at Boyles Station will have a capacity of about 7000 tons a month.

J. M. K.

In Southwest Virginia.

The progressiveness of the people of Smyth county, Virginia, is ably evidenced in an illustrated booklet descriptive of the county's resources and development, and which has been published by order of the county Board of Supervisors for distribution at the Jamestown Exposition. The illustrations are numerous and show agricultural, manufacturing and other scenes of various sections of the county, which, together with the enlightened manner the resources of the county have been described, give some idea of the thrift and energy of the people and the splendid work they are doing in broadening the existing opportunities.

Smyth county, which is about 22 miles from east to west and about 28 miles from north to south, is located in the southwestern part of the State, and is traversed for its entire length by mountain ranges of the Appalachian system, which form long, narrow valleys. From these open up rolling farm lands and fertile river bottoms, which make ideal lands for the cultivation of every grain and vegetable and for the raising of cattle, horses, sheep and other domestic animals and poultry. The county is divided into three districts, which are drained by the North, Middle and South forks of the Holston river, which also affords in addition excellent facilities for water-power for manufacturing. The county is noted for its fine grade of cattle raised, particularly its thoroughbred short-

horns, numbers of which are annually shipped to South American States for breeding purposes. Minerals also abound of varied kinds, including salt, gypsum, lead, barytes, several varieties of iron ore, manganese and marble, and many of these have been broadly developed. The lumber business of Smyth county is one of the leading industries of Southwestern Virginia, and brings to the county many thousands of dollars annually and gives employment to many men. A number of important manufacturing industries have also been built in different parts of the county, including those making flour, wagons and carts, handles, hubs, etc., foundry castings, tables and other furniture, flooring and building materials, overalls, sashes, doors and blinds and bricks. These indicate the wide possibilities in this line, but the present conditions are especially favorable for the establishment of factories for the manufacture of all grades of furniture, boxes, building materials and other wood products. Railroad facilities are amply supplied by the Norfolk & Western, the Marion & Rye Valley and the Virginia Southern railroads, which give outlets to all sections of the country. Banking facilities are furnished by four banks, which have deposits of over \$500,000 and resources of over \$850,000. Sixty-one public schools, including high schools, fully supply the educational needs of the county, and the system employed and the school buildings are a source of pride to the people. The facts contained in this booklet were prepared by Mr. John P. Sheffey of Marion, Va., and more detailed information than that outlined will be fully furnished by Mr. George W. Richardson, secretary of the Board of Trade, Marion, Va.

PORTSMOUTH'S PROGRESS.

Advantages for Industries in the Virginia City.

[Special Cor. Manufacturers' Record.]
Portsmouth, Va., July 5.

Manufacturers who succeed are constantly studying plans looking to a reduction in the cost of turning out their products without affecting their quality. The results of this study has manifested itself in many ways, but particularly in reducing the cost of producing power, the systematic laying out of plants, the perfection of improved machinery and the location of plants at points where ample transportation facilities by both rail and water are available for receiving raw materials and the distribution of finished products. The most important of these influences on the reduction of cost of output are those of cheap power and favorable location, and when these can be secured at the same point an ideal site for manufacturing is created. The South has many of such points which possess these facilities in a marked degree, and while many and varied plants have been built up around them, they have not developed to their fullest extent, owing more to a lack of knowledge on the part of outsiders as to their splendid advantages than to any other cause. Such a point as this and one which offers exceptional opportunities for economical manufacture is found at Portsmouth, Va. Evidences of the appreciation of the natural and acquired facilities abounding in this city and section are ably manifested by its selection by the Government as a location for one of its most important navy-yards and ammunition depots, by the Seaboard Air Line for its main shops and offices, by the Atlantic Coast Line, Southern Railway and the New York, Philadelphia & Norfolk Railroad for their terminals, by the H. J. Heinz Pickling Co. for its largest pickling and preserving branch outside of its home plant in Pittsburg, by numerous large lumber and woodworking

manufacturers for their plants, and by many other companies for the manufacture of varied articles.

Portsmouth is located on the west shore of the Elizabeth river, immediately opposite Norfolk, and has five miles of waterfront open the year around. Labor of all classes is abundant and contented, and is easily obtained owing to the fact that there are located here works of many kinds where skilled mechanics are produced. Strikes are practically unknown. Living is cheap, as this is one of the largest truck-growing sections in the world and is the natural market for the products of Eastern North Carolina, such as fowls, eggs, pork, etc., and fish and oysters from the Chesapeake bay, which almost washes the borders of the city, giving abundant and cheap sea food. Building lots are cheap in comparison with many other places, and the fact that probably one-third of all the mechanics living here own their own homes is good evidence that living is cheap.

Terminating on the Elizabeth river are eight trunk-line railways, reaching North, South, East and West, being as follows: Seaboard Air Line, Atlantic Coast Line, New York, Philadelphia & Norfolk Railway, Norfolk & Western Railway, Norfolk & Southern Railway, Chesapeake & Ohio Railway and the Virginian (formerly Tidewater) Railway, which, with their connections, reach to all parts of the Union. All the railroads terminating on this river are connected by the Norfolk & Portsmouth Belt Line Railway, so that a factory or business house located on the Belt Line or on one of these railways is connected with all of the others. There is connection, too, with various steamboat lines plying on the Elizabeth river, which reach all parts of the Atlantic coast, as well as four foreign steamship lines. The largest steamboat lines are as follows: Merchants & Miners' Transportation Co., to Baltimore, Providence and Boston; Clyde Line, to Philadelphia; Old Dominion Steamship Co., to New York; Baltimore Steam Packet Co., to Baltimore; Chesapeake Steamship Co., to Baltimore, and the Norfolk & Washington Steamboat Co., to Washington. Besides these, there are various river and sound steamers, reaching all the rivers and sounds of Virginia and North Carolina.

Raw materials of all kinds for manufacturing purposes are easily obtained at low prices, owing to the splendid transportation facilities and nearness of Portsmouth to the iron and steel markets of Virginia, Alabama and Pennsylvania. Hardwoods and pine timber are to be had here as cheaply as at any other point and much cheaper than at many points, and there are more than \$3,000,000 invested in plants by the woodworkers of this section. Pocahontas coal for manufacturing purposes may be had at from \$2.35 to \$2.65 per ton, and such a thing as a shortage of steaming coal is unknown.

Portsmouth is a desirable place for residences for both employers and laborers. It has a well-organized city government; is healthy, the death ratio being only 13 per thousand among the white population during the last few years; has churches of all denominations and is frequently referred to as a "city of homes and churches." The schools of Portsmouth and suburbs are equal to those of any city of its size in America. Nearly every college or university in this country will receive the graduates from Portsmouth's high school without the formality of an examination, and many colleges and universities have awarded scholarships to graduates from the Portsmouth schools. Since the establishment of the high school in 1885 more than 300 students have been graduated therefrom. The influence of the public-school system is apparent every-

where, and Portsmouth fully realizes that her public schools is her most valuable asset.

In less than a year a new high-school building will be completed and ready for occupancy, and at that time provision will be made for elective courses, allowing students the choice of a business, scientific or classical course. Additions are being made from time to time to the other public-school buildings, thereby providing ample room to accommodate every pupil who may apply for admission.

The county has within the last two years erected six large brick schoolhouses, including a magnificent high-school building, where children are prepared for college or for business life. In the county high school commercial law and business courses are taught the same as in the larger business colleges.

The streets of Portsmouth are wide, well paved and laid out at right angles almost as regularly as a checker-board. In Portsmouth is located the United States Navy-Yard, the second in the country, and with slight additions will be made the best navy-yard in the country, having three large drydocks and all the necessary equipment for the building of ships, the Texas and Raleigh having been built here. In addition to about 2500 to 3500 sailors and marines, who are quartered at the navy-yard and on the receiving ships, about 3000 men are in steady employment at the navy-yard at remunerative wages. The United States Naval Hospital is also located within the corporate limits of the city of Portsmouth, and is one of the principal hospitals owned by the National Government. This hospital is surrounded by a beautiful park of about 80 acres, which is at all times open to the public.

Among the many industries of Portsmouth may be mentioned: The Oliver Refining Co., cottonseed-oil crusher; Portsmouth Cotton Oil Refinery Co., refining cottonseed oil; Dickson Lumber Co., exporter of hardwoods; Watts Lumber Co., exporter of hardwoods and wholesale shipper of pine timber; John N. Hart Lumber Co., manufacturer and wholesale shipper of lumber; Frank Hitch Lumber Co., manufacturer and shipper of pine timber; Wyckoff Pipe & Creosoting Co., manufacturer of underground conduits, telegraph arms, etc.; Air Line Manufacturing Co., manufacturer of tables; Virginia Cedar Works, manufacturer of tubs, buckets, etc.; Rowland Lumber Co., manufacturer and wholesale shipper of lumber; Truckers' Manufacturing & Supply Co., manufacturer of fruit and vegetable baskets; Standard Manufacturing Co., manufacturer of fruit and vegetable packages; Phillips & Mahoney, manufacturer of mantels, dressed lumber and house bills; Portsmouth Retail Lumber Corporation, manufacturer of dressed lumber and house bills; Tilghman Lumber Co., manufacturer of truck packages and barrels; H. J. Heinz Pickling Co.'s finishing department, second in size only to its Pittsburg plant; Parker's Hosiery and Dye Works, manufacturer of hosiery; Portsmouth Cotton Manufacturing Co., manufacturer of underwear; Lewis Jones Manufacturing Co., manufacturer of knit goods; Eustis Smelting Works, manufacturer of copper smelters; Frank Lindsay, manufacturer of mattresses; Fruit Growers' Express, cold storage (Armour & Co.); Chas. Reed's Sons, exporters of staves; Virginia-Carolina Chemical Co., large fertilizer manufacturer; Ornamental Iron & Wire Co., manufacturer of ornamental and structural iron, bank and office fixtures, wire fencing, etc.; C. W. Priddy, cotton, ties and bagging; Western Electric Co., electrical supply depot for Southern States; Standard Oil Co., supply depot; Portsmouth Coal & Ice Co., manufacturer of

ice; Wm. G. Maupin, manufacturer of ice; Robertson & Co., ice manufacturers and cold storage; Beale & Sons, cigar factory; Chas. Owins, cigar factory; 12 other cigar factories and the Seaboard Air Line shops, being the principal works of the Seaboard Air Line.

Portsmouth has an abundant water supply, the water being drawn from Lake Kilby, 18 miles distant from the city, filtered and pumped to the city, a clear, white, pure water, which is analyzed by the city bacteriologist weekly and is also examined from time to time by eminent State and Northern chemists. The water company is in possession of a water supply which would supply a population of 1,000,000 inhabitants.

The electric railway system extends to all parts of the city and suburbs, and reaches out as far as eight miles into the country. Within less than one hour's ride from the city there are six seaside resorts, located on Chesapeake bay and Atlantic ocean.

The financial institutions of Portsmouth, four in number, have enjoyed a steady and encouraging growth, and today are in a healthy and vigorous condition. This growth is best illustrated in the following figures from 1898 to 1906, inclusive.

	Deposits.	Loans.	Surplus and profits.
1898.....	\$1,138,178	\$1,121,188	\$133,604
1899.....	1,238,439	1,153,399	150,870
1900.....	1,329,299	1,220,315	164,704
1901.....	1,361,946	1,335,180	188,968
1902.....	1,488,961	1,411,922	219,500
1903.....	1,663,273	1,550,627	243,611
1904.....	1,848,073	1,736,546	271,637
1905.....	1,995,715	1,849,946	299,475
1906.....	2,291,005	2,063,697	334,681

From these figures it is seen that these banks have been increasing steadily year by year, and a glance at the loan column indicates a liberal policy in furnishing capital for the various commercial and industrial enterprises in that city.

Opportunities exist at Portsmouth for all sorts of enterprises, particularly iron works and foundries, machine shops, boot and shoe factories and furniture factories, while many other kinds of manufactories would with proper management succeed admirably in this city. Having one of the largest harbors south of New York, it is a most admirable location for a large drydock and ship-repairing business.

Sites for factories can be secured at very reasonable prices, and in many instances it is believed that sites for desirable factories would be absolutely donated, and responsible parties would find it an easy matter to interest local capital in their enterprises. Anyone desiring to locate a factory or change their place of residence will be furnished with all information concerning the advantages of Portsmouth, Va., by I. T. Van Patten, secretary of the Business Men's Association of that city.

The Tobacco Association of the United States has elected Messrs. T. M. Carrington of Richmond, Va., president; W. L. Petty of Rocky Mount, N. C.; T. E. Roberts of Chase City, Va., and W. A. Bradford of Cincinnati, Ohio, vice-presidents.

The Commercial and Industrial Association of Alabama at its session last week elected Messrs. A. G. Forbes of Montgomery, president; William A. Hall of New Decatur, first vice-president, and L. L. Gilbert of Montgomery, secretary.

Plans are making for the construction under the auspices of the National Department of Agriculture, in co-operation with Claiborne county, Tennessee; Bell county, Kentucky, and Lee county, Virginia, of a model road in the Cumberland Gap section.

The Chamber of Commerce of Vidalia, Ga., has elected Messrs. E. L. Ray, president; S. A. McColskey, vice-president, and P. A. McQueen, secretary and treasurer.

Conditions in the Cottonseed-Oil Industry.

[Written for the Manufacturers' Record.]

Conditions in the cottonseed-oil industry are reflected in the publication in this issue of the MANUFACTURERS' RECORD of a mass of letters from representative crushing establishments in the Southern States from North Carolina to Texas. A key to the situation is the fact that, with the exception of Texas, no State shows much activity in the building of oil mills, and as to Texas, some apprehension is expressed that mill building resulting from two years' fair prosperity will probably bring about a state of war in the industry which has checked the establishment of new plants in other parts of the South. The faith, nevertheless, in the stability of the industry is proved by the general overhauling of existing plants now under way or already completed, the rebuilding of establishments destroyed by fire, the installation of improved machinery and the plans for enlarging the capacity at some time within the next two or three years. Wisdom, too, is shown in adding fertilizer mixing, electric lighting, ice manufacturing and laundering to plants here and there, so as to utilize to the fullest their power capacity. The overbuilding of mills in some localities, leading to the statement, for instance, that there are enough of them in Alabama to crush all the seed produced in Alabama, Georgia and Mississippi, has brought it about that the competition in such localities for the raw material has led to a scramble for the seed, which, in turn, has induced the mills to hold themselves together waiting for the supply of seed to come up to the capacity of the plants, and that has tended to bring consumption of the products up to production.

All along the line, however, is evidence of a growing demand for the products of the mills, which must ultimately place the industry upon an eminently satisfactory basis of steady profits. The mills are uniting in systematic advertising campaigns for the purpose of popularizing their product. The most progressive farmers are exchanging their seed at the mills for meal and hulls, and are feeding them to cattle, selling the beef at a profit and saving a large percentage of the fertilizing properties of the meal. From this campaign of education great results are expected, even to the extent that the products of the entire annual crush may ultimately be used at home, and that this will so adjust the real values of raw material and finished products that stability of prices will be assured.

Many of the mills expect a short run this coming season, and they are not looking for a very large crush. Expectations are based upon the cotton-crop outlook. In many localities at least one replanting has been necessary this year, and the crop generally is from 10 days to three or four weeks behindhand, with poor stands in a large number of instances. Much depends upon the weather in July and August, and upon the date of the killing frost. But the mills are not counting upon anything like an extraordinary crop of cotton or an abundance of seed. The letters from the several States follow:

ALABAMA.

Epes Cotton Oil Co., Epes, Ala.:

We will install eight new Carver linters, increasing our linting capacity by two linters, steam cake former in mill, and have purchased new gin outfit for our Cuba (Ala.) gin plant, consisting of three 80-saw Munger huller gin-distributing system. Intend manufacturing fertilizers the coming season and operating individual water-pumping plant for our own use. Will also do considerable re-

pairing and improving in our buildings and machinery. Practically all material and machinery have already been purchased by us. Think the cotton crop will be about an average in this section, but from 20 to 30 days later, however, than last year. Conditions are more satisfactory at present and the outlook somewhat brighter. The plant has improved greatly the past few weeks.

Ashcraft Cotton Mills, Florence, Ala.:

The prospects of another season's crush are very discouraging. The crop prospects are poor, and as there are already enough mills in the State of Alabama to crush all the seed in Alabama, Georgia and Mississippi, the present prospects are that there will not be enough seed in this section to go around.

Dadeville Oil Mill, Dadeville, Ala.:

We are installing a two 80-saw gin outfit to be driven by electricity, in addition to the two systems we already have here, consisting of four 70-saw gin outfits, one of the systems having both square and round bale presses. It is too early to tell much about the cotton crop. The plant is doing fairly well now, but it is very late, and it all depends on the seasons and a late fall to insure a good crop.

Evergreen Manufacturing Co., Evergreen, Ala.:

We do not contemplate any improvement just yet. The present prospects for a crop of cotton are very bad and not in the least encouraging to the farmers in this immediate section, and for this reason we do not anticipate a very large crush this next season. However, there is plenty of time for the crop to come out and make an average yield. The late spring is held responsible for the condition of the cotton crop. There is a new ginney about completed here, put up by Mr. F. R. Whittle, and will be run in opposition to our plant. There is also a new ginney being put up by Mr. J. R. Smith about four miles east of this place. Both outfits were purchased from the Continental Gin Co. of Birmingham, Ala.

Huntsville Warehouse Co., Huntsville, Ala.:

We are not making any very extensive improvements in our oil mill this season, but, of course, have about the same amount of repairs to make every season. We are installing a new cottonseed cleaner and improving our gins and linters. Shall probably expend about \$3000 on our mill. We have purchased all of our repairs and machinery and shall not need any more this season. The prospects for a crush this season are not at all good. Considerable of the cotton acreage of North Alabama was abandoned, and what was left shows only a part of a stand. We must have a long, favorable fall to make half a crop. We believe that it will be impossible, under the most favorable circumstances, to make over 75 per cent. of a crop. Everything looks favorable for a good demand for cottonseed products for the coming season. The mills are joining together and advertising their products quite extensively, and their efforts are bearing fruit.

Southern Cotton Oil Co., Linden, Ala.:

Cotton condition as follows: Present condition, 60 per cent.; acreage planted, 86 per cent., and lateness, four weeks.

Southern Cotton Oil Co., Sheffield, Ala.:

A fertilizer plant is to be added to our

property here, and building will be constructed by local force and machinery purchased by the district office at Montgomery.

ARKANSAS.

Consumers' Cotton Oil Co., Little Rock, Ark.:

At this mill we are erecting two steel-tank towers and putting in a six-inch cast-iron pipe water system, embracing our entire plant. This work will be completed August 1. The oil-milling industry in Arkansas is not in a flourishing condition. While the mills made fair returns last season by reason of an unexpected advance in cotton oil, they had operated for the three years previously without profit. This condition is attributable to the multiplicity of mills, creating close competition for seed, there being marketed 240,000 tons, and these divided between 43 mills in the State, one-half of which have a capacity of 125 tons per day. Missouri, Tennessee and Mississippi mills also industriously compete with us for Arkansas cottonseed. Owing to these conditions, the outlook in this State is not full of promise. The crop prospect has materially advanced with a seasonable June, and while the plant is small, it is thrifty and well cultivated. With late frost Arkansas will make 700,000 bales, or 70 per cent. of a possible crop.

Cotton Plant Oil Mill Co., Cotton Plant, Ark.:

The only improvement we have in view this summer is the installation of a new cake former, and we are wanting data to this end. However much we try to keep smiling, we must admit that the seed outlook is gloomy.

Hope Cotton Oil Co., Hope, Ark.:

We are expecting to add to our oil-mill property before another season a plant for mixing fertilizer. No other improvements are contemplated as yet. The prospects for a cotton crop in this part of the State was very gloomy up to now. Under the influence of favorable weather the crop has come out very materially, but at best we cannot expect a full crop, inasmuch as the acreage has been reduced by overflows and continued rains, forcing the farmers to turn out a portion of their lowlands.

Rose City Cotton Oil Co., Little Rock, Ark.:

We are putting in six additional linters in our plant. This machinery has been purchased from the Carver Cotton Gin Co. of East Bridgewater, Mass. One new oil mill is being built at Warren, Ark., by a company composed of local capital. The mill will be a three-press mill, built with Van Winkle oil-mill machinery throughout.

FLORIDA.

Southern Cotton Oil Co., Pensacola, Fla.:

We do not contemplate any material changes at our mill for this season. The crushing industry seems now to be in a fairly good condition, and we find that cottonseed products are coming more and more into general use on their own merits, brought about by a system of publicity both by individual companies and the various State and interstate associations. The United States Government has also recently been of great assistance to the industry by publishing bulletins setting forth the value of cottonseed oil and other products. There is still room for increased use of these products, both at home and abroad, based entirely on the merits of the various products. At this point we are immediately removed from the cotton crop, but from general reports that we receive throughout the territory in Alabama and

Florida, from which we draw our supply of seed, the crop is on an average of from three to four weeks late, and the plant has made considerable improvement in the past two weeks, but even with this it will require most favorable weather conditions and a very late fall for the cotton crop to make anything like a normal production from the acreage planted, which is practically the same as for last season.

J. W. Aldridge, Esto, Fla.:

I am getting together prices on machinery for the members of the Farmers' Union of Esto, who are going to build a guano plant to be put into operation this fall. They will also establish a cottonseed-oil mill during 1908. I would like to find one or more chemical concerns who furnish everything needed to prepare guano.

Florida Manufacturing Co., Madison, Fla.:

We do not contemplate making any enlargements or improvements to our plant this season. Last season, to avoid having to store Sea Island cotton in the seed, we increased the capacity of our ginney, but it has no effect upon the volume of business as compared with that previous to the improvement. We also put in new presses in our oil mill, without increasing capacity, same being regarded as replacements. The acreage planted in cotton in this State was increased as compared with last season, but a killing frost in April destroyed at least 15 per cent. of the crop, and as at that time there was a scarcity of planting seed, the entire affected acreage was not replanted, so that the cultivated acreage now corresponds to that of the previous season. During May the weather was below normal in temperature, and the cotton plant grew but little, but since that time conditions have been most favorable, and the present outlook is most favorable for development of a full average crop. The only new development in the industry are two Sea Island cotton gineries being erected at or near Live Oak, Suwannee county.

GEORGIA.

Ruford Oil & Fertilizer Co., Ruford, Ga.:

We are going to make some changes in our machinery. We are going to move the boiler we have been running our ginney with and place it beside the one we have been running the oil mill with so as to have both together and one fireman can fire both.

Bullock Oil Mills, Statesboro, Ga.:

We are not contemplating any extended improvements in our plant and business the coming season. We will probably erect a fertilizer-mixing plant in connection with our oil mills some time during the winter months. Crops of every kind are looking at this time to be quite promising, and we feel assured of a good outturn from the cotton crop especially.

Bostwick Manufacturing Co., Bostwick, Ga.:

We are putting in new linter, Diamond huller and two extra shakers. A new mill is going up at Campton, Ga.

Farmers' Oil & Fertilizer Co., Dawson, Ga.:

We are making no enlargements to our plant this season, but we are making some considerable improvements in our separating and cleaning machinery, the equipment for which has been purchased and practically all installed. We expect to have our cotton-oil refinery in operation by September 15, and will be able to offer to the trade, both local and export, the very best grades of refined cottonseed oil. The future outlook for cotton and cotton-

seed products, I think, is very flattering indeed, and with the proper co-operation of both the producer and manufacturer we have in our glorious Southland, where the cotton plant grows, a harvest of wealth now ripe and only needs to be garnered in the next few years.

Bowdon Oil Mill, Bowdon, Ga.:

It appears to us that the cotton outlook for 1907 is poor indeed, and we estimate the average condition as being about 62 per cent. We have bought all our oil-mill machinery, as well as ginning outfit, 8-70 saw gins, and are pushing to completion the construction of the buildings so as to be ready for the fall business.

Farmers' Oil Mill, Commerce, Ga.:

February 22, 1907, our plant was destroyed by fire. We are now rebuilding a two-press mill on the old site and purchased the machinery in May. Hope to be ready for business when season opens. Cotton is very small for this date, and cannot tell what will be the outcome. No new mills are being built.

Garfield Cotton Oil Mill Co., Garfield, Ga.:

Mr. Jesse Thompson of Swainsboro, Ga., contemplates putting in a cottonseed-oil mill.

Girard Cotton Oil Co., Girard, Ga.:

We are now moving out our old gin machinery and replacing it with the latest-improved and up-to-date machinery that the Continental Gin Co. of Birmingham, Ala., makes. This is a three 70-saw outfit. We are also building a ginmill at Sardis, Ga. This will be a two 70-saw outfit and of the latest-improved pattern from the Continental Gin Co. We expect to be ready to run by August 1. Cotton crop is looking very favorable here now, and we are counting on a 75 per cent. crop.

Hazlehurst Cotton Oil Co., Hazlehurst, Ga.:

Prospects good in South Georgia for a good cotton crop. We are projecting a small fertilizing addition to the mill. Prospects look good for our oil mill for the coming season.

Lavonia Oil Mill, Lavonia, Ga.:

Cotton crop for this immediate section a little late, about 10 days; but weather very favorable and crops well worked and growing very fast. While prospects are not flattering, they do not look so bad.

Malcolm Oil Mill Co., Bogart, Ga.:

We are not going to enlarge any at all this season or make any improvements. Crops through this section are rather small for this time of year. There is a mill being built at Campton, Ga., 15 miles west of here.

Milledgeville Oil Mills, Milledgeville, Ga.:

We are replacing six 70-saw gins at Eatonton, Ga., and have purchased same from Continental Gin Co., Birmingham, Ala. We are installing Atlanta Utility Works separating machinery in our mill here and Foos disc huller. We expect to have all improvements completed and in running order by September 1, 1907.

Morton Oil Mills, Millen, Ga.:

Building ginmill, three stands, at Midville, Ga.; house completed and machinery bought. Will be ready for business by August 1, 1907. Cotton crop 15 to 20 days late; poor stands and very small.

Montezuma Manufacturing Co., Montezuma, Ga.:

We will not make any improvements for the coming season. We consider the

cottonseed industry in its infancy and its products are growing in demand, both in this country and abroad, with wonderful rapidity. It is hardly probable that a very large cotton crop can be made in this section, although possible.

Ocilla Oil & Fertilizer Co., Ocilla, Ga.:

We are not making any improvement in our mill, but are enlarging the ginmill that is connected with our mill. We are putting in a four-gin outfit, which, when erected, will give us a gin outfit of 12 upland gins and 12 Sea Island gins. As to the crops in this immediate section, will say that we have the best chance for a good crop we have had in years. Our prospects are fine. As to our increase in crushing from year to year, will say it has been about 20 per cent., which is due to the fact of a large percentage in acreage, and most of the increase in the upland cotton is due to the decrease in acreage in the Sea Island cotton.

Southern Cotton Oil Co. (Newnan Mill), Newnan, Ga.:

The outlook for the cotton crop in this immediate vicinity is very poor and the crop is late. An oil mill is being built at Greenville, Ga. We understand that an oil mill is to be built at Grantville, Ga., by T. M. Zellars and others.

Vidalia Cotton Oil Mill Co., Vidalia, Ga.:

We are not making any improvements in our mill this season, nor do we know of any new mill being erected. The cotton crop through our immediate section is increasing from year to year, and the prospects now for a crop this season are fairly good.

Vienna Cotton Oil Co., Vienna, Ga.:

We do not intend to make any improvements this season. Cotton crop in fair condition.

West Point Investment Co., West Point, Ga.:

We are enlarging our power plant with three 150-horse-power boilers and one 150-horse-power Corliss engine, all of which have been purchased. Prospect for cotton crop not good; plant small; stands poor and crop about four weeks late.

INDIAN TERRITORY.

Eufaula Cotton Oil Co., Eufaula, I. T.:

We will make no improvements this season other than few minor changes. The crop outlook is good.

Sallisaw Cotton Oil Co., Sallisaw, I. T.:

In preparation for the new season we do not contemplate making any enlargements or improvements to our plant other than the usual summer repairs and such improvements as will keep our plant up to its usual standard. However, this work has already been done, and we are now ready to begin on another crushing season. Crop conditions right in this immediate section are not of the most encouraging nature at this time. With the late spring and a great many farmers having to replant their crops, some as many as three times, the cotton plant is small and the crop from three weeks to a month late.

LOUISIANA.

Racourci Cotton Oil Co., Ltd., Batchelor, La.:

We do not intend to make any changes in our mill this season. The cotton crop in our section will be about the shortest in the history of this country, and we anticipate a very short run for the coming season. The local demand for hulls and meal for feeding purposes is growing all the time, but the oil is hardly known by our people and is not used at all. There

are no new mills being erected in this section and very little changes being made in those already here. With the next two months of favorable weather the cotton crop will be about 60 per cent. of a normal crop.

Cinclare Cotton Oil Co., Cinclare, La.:

Cotton prospects bad in our territory, and do not expect to make half a crop.

Gibbsland Cotton Oil Co., Gibbsland, La.:

We contemplate building a cold press cotton-oil mill at this place, and to that end we have organized a stock company with \$30,000 paid-in capital and have bought most, if not all, of the machinery needed, which is to be shipped about the first of August. We hope to be able to begin work on the buildings the coming week. The oil mill proper will be a substantial brick building with modern machinery. The prospect for a supply of seed is not flattering for two reasons, viz., owing to a cold, wet spring, the cotton crop is 30 to 35 days late, and now that we have the crop planted and well worked, we find an abundance of boll-weevil in the country, and the history of this pest is that a good crop can't be hoped for where he exists in such quantities as here, and especially as the cotton is late, enabling him to begin his work with the first squares. If the first planting could have been saved we would have a good deal of cotton made before he could begin work, but now both have an even start, and it is to be seen what the result will be. We are not expecting to make any money this year, but hope to clear expenses and be ready for another season.

Grand Ecore Cotton Oil Co., Ltd., Natchitoches, La.:

At the close of past season's operations we find our mill in fairly good physical condition, and while we contemplate making necessary repairs and alterations, such are of too little consequence to mention. It is, however, likely that we may make repairs on our gin plant at Campti, La., to the extent of about \$500. This will be governed solely by conditions of operation or lease. Regarding the crop prospect, we wish to state that we feel very much more encouraged as the season progresses. Cotton, though planted late, is now enjoying a very warm drouth and putting on rapidly. Stands are very good and plant well worked. We have every reason to believe that the results will far exceed the expectations of some of the "conservative," and greatly surprise a large number of our "calamity-howlers." We only know of one mill to be erected in our vicinity, and that at Gibbsland, La. We are informed that machinery has already been purchased.

Lecompte Cotton Oil Co., Ltd., Lecompte, La.:

We are not contemplating any enlargements or improvements this season. There will be no new buildings or improvements in the cottonseed industry or ginning business this year on account of poor prospect for crop. Under the best conditions we cannot count on over one-third of a crop, probably considerably less, as we have boll-weevil in this district, and plenty of them, and we cannot tell just how much damage they are going to do yet, but the outlook is very gloomy at this time.

The Colfax Cotton Oil Co., Ltd., Colfax, La.:

We are not enlarging the plant, but we maintain the same in its original capacity. The past season was good business. The coming season is looked forward to without much hope, on account of the presence of boll-weevil in the district. Few, if any,

new mills are being set up in Louisiana. The mills already in operation are sufficient to crush all the seed that may be produced on present acreage, and the present acreage will not be increased in the near future, because of scarcity of labor. Sawmills and railroads stand ready to employ all who will accept employment, so that we look for no increase in the production of cotton or seed or any other agricultural crops. The cottonseed-oil industry has to be conducted on very conservative lines in order to be a reasonably good investment. Its possibilities cannot be compared with those of the lumber mills. We do not expect the lumbering business to endure beyond a dozen years, but for that length of time that industry will continue to be the principal contributor to the prosperity of this section, and it is to be hoped that the large number of people participating in the prosperity will be influential in preventing a return to the conditions of adversity which prevailed here when everybody was in the cotton industry and the market price of the staple lingered around three cents.

Union Oil Co., Torras, La.:

The only work that we will do this summer is ordinary repair work, no enlargements or improvements being undertaken. There are no new mills projected for this immediate territory. Regarding the outlook for the growing cotton crop, the prospects for this parish (Point Coupee) are at the present time about 60 to 70 per cent. of last year's crop, when there was raised 54,000 bales. This supposes that conditions will be favorable for the rest of the season. The crop is at present about four weeks late, stands are not good, and the planters are somewhat behind with their work, but with another 10 days of good weather they will catch up.

MISSISSIPPI.

Barber & Lewis, Edwards, Miss.:

We do not anticipate making any improvements this season. We know of no industries now in contemplation except that J. W. Ratliff, W. G. Redfield and Wilson Price are now installing a new four 70-saw gin outfit, the machinery for which has all been purchased and the buildings are now being erected. The cotton crop from the present outlook is not at all encouraging, being 25 days late, very small and much of it very grassy. However, much will depend on the conditions of the weather during July and August and the date of frost. With very favorable conditions and frost at the average date we could not reasonably expect more than a moderate crop, but with favorable conditions and a late frost we may have a good average yield. We know of no new mills in contemplation in our section; in fact, the business is rather overdone in our section, and we do not anticipate much further development along this line in the near future.

Central Cotton Oil Co., Jackson, Miss.:

We are installing another press, and this makes this mill five presses, 100 tons; the press already bought; also installing round-bale compress in our ginmill. Cotton crop is a little late, but improving rapidly, and we look for a large yield, provided, of course, the weather continues favorable.

Clay County Cotton Oil Co., West Point, Miss.:

We are not making repairs to any great extent. The crop looks more favorable in our section.

Crenshaw Oil Co., Crenshaw, Miss.:

We will make some improvements in our mill and gin. We will install new separating machinery in oil mill, 60-horse-

power feed-water heater in ginney and two tanks about 6x6 feet in oil mill. Crops are very poor here, and only about one-half crop is expected.

De Soto Oil Co., Greenville, Miss.:

We have in contemplation no alterations or repairs this season other than the restoration of the usual "wear and tear."

On account of the number of cottonseed-oil mills erected in this section about four years ago, when there was quite a "rage" in that line, we should think that the number is now sufficient to crush any increased quantity of seed that can possibly accrue from any increased quantity of cotton that may be produced in this section during the next decade, and do not look for any increasing development from year to year of the crushing industry. There are improvements being made in both the economical working and in the efficiency of the plants now in operation from year to year, as the experience of the operators suggests, and the present outlook seems to indicate a very decided broadening of the business, owing to an increased demand for the product, the market for which seems to be widening every year, until cottonseed-oil products have taken their place as being of the first essentials on the markets of the world, and there is no reason why this broadening should not continue the better informed the world becomes as to the value of these products.

Grenada Oil Mill, Grenada, Miss.:

We are not going to add any machinery this year, as our plant is in good shape for another year. Our crop prospects are poor. Cotton is very small and 30 days late. It has been making fine progress during past three weeks, and with a late fall, frost middle of November or later, we ought to make nearly an average crop. As to the outlook for the cottonseed-oil industry, it was never better in the history of the business. We are now winding up the second largest crop of cotton ever produced and there is no oil in the country, and prices for the new-crop months are highest ever known for those months. It looks like the consumption of cottonseed products has at last caught up with the production. Our products have been wisely and persistently advertised during the past few years and the Government is beginning to take a small interest in us, all of which combined is waking our own Southern people up to the fact that in oil mills they have one of their most valuable assets and a source of supply for the best and most highly concentrated feeds in the world. The outlook seems rose-tinted to us.

Independent Oil and Fertilizer Works, Columbus, Miss.:

We do not intend making any improvements in our mill this season. Judging from the present condition of the cotton crop there will be about a two-thirds crop raised around here this season.

Meridian Fertilizer Factory, Hattiesburg, Miss.:

No new oil mills are being built or are contemplated in this territory. The mill destroyed last season by fire at Columbia will not be rebuilt, and the one at Gulfport is being removed to other points on account of lack of seed supply and unsatisfactory condition of the cotton-oil business of this section.

Pontotoc Cotton Oil Co., Pontotoc, Miss.:

We have no enlargements in contemplation. The industry is more thoroughly developed in this section than circumstances would ordinarily permit, but most

of the mills are small and a fair percentage of them are paying reasonable dividends. With normal conditions the industry will develop from year to year for a long time yet. The coming season does not promise much on account very poor prospects for cotton crop. No new mills being built in this section.

Planters' Oil Mill & Gin Co., Kosciusko, Miss.:

We have recently organized, and the bulk of our machinery has been purchased. Crop conditions throughout this section are much improved, and we hope to harvest a very good crop after all of the disadvantages which we had to combat.

Refuge Cotton Oil Co., Vicksburg, Miss.:

We are not contemplating anything but ordinary repairs at any of our plants this summer. In regard to the condition of our industry as a whole, the prospects of high prices for our products are good, but as the probability is that the cotton crop will certainly not be a large one, the prices of raw material will also be high. The crop in this section is about a month late, so that the chances are we will not begin crushing much, if any, before the end of October. No new mills being erected except one at Cleveland, Miss., where a small company has been formed to build a mill with the Anderson expeller presses. There is also a mill being built at Houston, Miss., but it is simply being moved from another portion of the State, so it does not add to the number of new mills. The business has been so unprofitable for the past few years that there is not much encouragement for building new mills.

Senatobia Oil Co., Senatobia, Miss.:

We have about completed the overhauling of the machinery and equipment of our plant, and, with the exception of a set of new press boxes for our two Callahan oil presses, have made the necessary purchases. These will be completed and everything put in "apple-pie order" for the coming season's crush. There has been but little change of any kind in the industry, so far as this State is concerned, in the past two years or more. The fact is that prior to that time new plants were erected faster than the growth of the cotton industry warranted, and we have been trying to hold ourselves together waiting for the supply of seed to increase commensurately with the past increase in mills. Last season we had nothing but "hard knocks" from the weather clerk from March to December, so that it was only by the closest economy and the fortunate increase in the prices of crude outputs—oil, cake, etc.—that we were enabled to turn what seemed at one time a red-line loss on our portfolios into a small but (under the circumstances) thankfully-received profit. The cotton plant is fully three weeks late, but we are giving the "nursling" the care and attention which a thing of such few days and tender life needs, and with a continuation of the past pleasant four weeks of moisture and sunshine we might yet obtain enough "meat and raiment" from the coming harvest to cause us to look back upon 1907 and sing "In the Good Old Summertime," as we did in the days of yore.

Shaw Cotton Oil Co., Shaw, Miss.:

We do not contemplate any improvements in our mill this summer, but will only make the needed repairs, as usual. The present outlook and prospect for cotton crop in the Mississippi delta is quite gloomy, the plant being very small and six to eight weeks late, and all depends upon a favorable season and late frost.

NORTH CAROLINA.

Banna Manufacturing Co. (Blalock Oil Mill), Goldville, N. C.:

We may enlarge—say in 1909 or 1910.

Clayton Oil Mill, Clayton, N. C.:

We are not making any enlargement to our mill this season, except to erect a water tower and tank, for which all the materials have been purchased, and the work will soon be under way. The cotton crop in this section is from two to three weeks later than usual, and in many instances there is a bad stand, but under favorable seasons and a late autumn we think that an ordinary crop will be raised. Grain crops are good and in most part have been harvested. There are no new mills being built in this section, except the mill at Pittsboro, which was burned down in the early spring. In fact, there are plenty of cottonseed-oil mills in this territory to more than use the raw material that can be raised for that purpose.

Fremont Oil Mill Co., Fremont, N. C.:

The management has been instructed by the board of directors to install complete fertilizer-mixing plant, and we will begin work on it just as soon as possible and expect to have it ready for operation by December 1. The machinery for the plant has not yet been bought. The prospects of the cotton crop for this section and the outlook for the next season's crush are very poor. Cotton is extremely backward and the poorest stand on record. It is still dying and being served very badly by root lice at this writing. It has improved considerably during the last few days of hot weather, but there is no hopes of anything like an average crop with the stand we have.

Jonathan Havens, Washington, N. C.:

The prospects for the oil-mill industry in Eastern North Carolina are very unsatisfactory. Last season we could not make a gallon of prime oil in the entire East owing to the extreme wet weather we had. The cotton prospects through this immediate section are very poor—not over 60 per cent. of an average crop. The season has been too cold and has caused the cotton roots to rot in the ground. It will take extremely favorable weather from now on to increase our crop 10 per cent.

Lorene Cottonseed Oil Mills, Mooresville, N. C.:

We only ran part of the season, and did not get started until December last, missing the best of the season. However, we had a profitable run for eight weeks and are ready for business for the coming season. The cotton crop in this section is promising, and we expect a good run this fall. We will not make any improvements or install any new machinery this summer. We are thinking of putting in machinery for manufacturing ice and also for operating laundry, and would like to correspond with manufacturers of these classes of machinery. We are contemplating the construction of a steel bridge over the river near our place and would like to correspond with bridge builders.

Morgan Oil & Fertilizer Co., Red Springs, N. C.:

Are building additions to both seed and hull storage rooms. Have bought gins to replace ones in use, also two 100-horse-power high-pressure boilers, and will buy huller, seed cleaner and water tank.

Newbern Cotton Oil and Fertilizer Mills, Newbern, N. C.:

We are erecting new cottonseed-oil mill to take the place of mill burned last spring. The mill is of brick and will be of increased capacity, and will have four

Buckeye presses, Buckeye cake former, Foss separating machinery and 14 Carver linters. Cotton-crop prospects very poor in this vicinity.

Pinetops Oil & Guano Co., Pinetops, N. C.:

We are thinking of doubling our mill to a 20-ton mill.

Spring Hope Cotton Oil Co., Spring Hope, N. C.:

We are thinking of adding another "linter" to our plant, also a new separator, but have purchased neither yet. The outlook for the coming season seems to be pretty fair, though, on account of a late spring, the cotton crop will be a little shorter than usual, we think.

Statesville Oil & Fertilizer Co., Statesville, N. C.:

We do not contemplate any enlargements in our plant for the coming season, having increased capacity of oil mill last season 30 per cent. We expect, however, to make some improvements and also to build a small machine shop and buy some tools—among other things a lathe—in order to be able to have repairs done on our premises with more dispatch than we have had them done at other shops. The crop so far has made little progress, and is, perhaps, the smallest in years, yet it appears to be taking on new life, and with favorable seasons from now on there is no reason why we should not make an average crop and therefore have an average crush the coming season. We will, however, be at least three weeks later than usual starting up, due to the lateness of the crop. Broadly speaking, we think the outlook for the cotton-oil industry was never brighter, as consumers of cottonseed products are increasing at a rapid rate and prices have therefore ruled very much higher than in former years. The demand for meals and hulls the past season has doubtless been the greatest in the history of the business and the prices have been the highest. There is one danger which always confronts the industry, especially during a season of prosperity which the mills sometimes enjoy, and that is the tendency to build new mills and thus curtail the seed supply to the individual mills and thereby create too much competition, so that the mills cannot or will not buy seed at a price which will leave them without any profit.

OKLAHOMA.

Norman Cotton Oil Mill, Norman, O. T.:

We are making very little improvements this year. We are adding one 150-horse-power boiler. The prospect of a cotton crop is very discouraging this season.

Shawnee Cotton Oil Co., Shawnee, O. T.:

We will install new boilers, new engine and build an addition to the building, which will cost \$12,000. Machinery has been purchased and contract for extension of building awarded. New mills are being erected at the following places: Commonwealth Cotton Oil Co., Cushing, O. T., controlled by us; Apache Cotton Oil Co., Chickasha, I. T., by J. J. Culbertson, president, Paris, Texas; Frederick Cotton Oil Co., Frederick, O. T., R. K. Wooten and O. S. Self; Quannah Cotton Oil Co., Quannah, Texas, B. C. Wilhelm, and Union Cotton Oil Co., Prague, O. T., C. G. Ambriester, general manager.

SOUTH CAROLINA.

Abbeville Oil Mills, Abbeville, S. C.:

Our preparation for the new season does not include any enlargement or improvement to our mill. We are making our usual annual repairs and overhauling, which are well under way and will be

completed in ample time for the opening season. Seasonable weather for past two weeks has improved the condition of the crop, so that now the prospects are good for an average crop certainly and for a large crop if the "killing frost" date should be late. While these conditions are evident now, it should be remembered unseasonable weather later will change good to bad. It is too early in the season to forecast with any degree of certainty what the final result will be. We regard the work being done by the Bureau of Publicity as the chief factor in "the increasing development from year to year of the crushing industry." The work of this bureau is largely educational, and our people are learning that our products are more wholesome, better and cheaper than what they have used heretofore. The products from the entire crush can be profitably used "at home," and when that objective result is reached the real values of raw material and finished products will be so adjusted that the crushing industry will be benefited by the stability in prices, without violent fluctuations which now threaten the industry through uncertainty of the outcome until the crush is completed and products are sold.

Charleston Oil Mill, branch the Southern Cotton Oil Co., Charleston, S. C.:
Only necessary repair work.

Clarendon Cotton Oil Co., St. Paul, S. C.:

We are not contemplating any extensive improvements or repairs. The present outlook for the coming cotton crop is about normal. We find an increasing demand for the oil-mill products, and the future for the mill appears very bright at this time. We have introduced some cooking oil in this section with very flattering results, and in a limited way this oil is replacing lard for cooking purposes. We are encouraging this trade and have great expectations about it. If the mills in the South succeed in getting this trade established on a secure footing, it will create better prices at home and abroad.

Donalds Oil Mill, Donalds, S. C.:

We will not put in any new machinery this season. Necessary repairs are all we will do this summer. The cotton crop is improving the last two weeks, but about two weeks late; stands not good and present prospect about 75 per cent. of an average crop. Prospect of seed crush next season not up to average.

Easley Oil Mill, Easley, S. C.:

We have placed order with Continental Gin Co. for three new linters. Have organized a new stock company and have bought the Liberty Oil Mill of Liberty, S. C., from the Anderson Phosphate & Oil Co. and will install four new gins, with suction outfit, in connection with the new oil mill. We have at Easley a 20-ton oil mill and six gins in first-class working order. In our Liberty oil mill we have not decided as to whether we will install a new boiler. The organization of the same will be held on Monday, July 1, after which we will decide more fully what we want. G. H. Hendricks of Easley, S. C., is contemplating installing a new ginnery and suction outfit some four miles north of Easley. Cotton in this section is late; poor stands, and some fields plowed up and planted to corn, but with favorable seasons we can expect something like 75 per cent. of a crop.

Farmers' Oil Mill, Anderson, S. C.:

We are not making any additions to our plant this summer. The crop in the surrounding country looks favorable, and if the season is favorable I feel sure there will be as much cotton made this year as

there was last. The cotton in this part of the State had a late start on account of not getting a stand and some being late planted.

Highland Park Manufacturing Co., Rock Hill, S. C.:

We do not contemplate making any extensive improvement to our oil mill for the next season. As to the prospects for a cotton crop, see no reason why this State should not make an average crop or even more. The crop is a week or 10 days late. The plant is small on some lands, but has been well cultivated and the fields are clean. The demand for cottonseed products is increasing every year. The most progressive farmers exchange their seed for the meal and hulls and feed them to cattle, sell the beef at a profit and save 80 per cent. of the fertilizing properties of the meal. In a few more years we expect to see the entire crop of seed crushed except what is saved for planting purposes. The indications are that the mills will have a full crush, with a fair price paid for the seed, and also look for good prices to be paid for the products. There is being erected at Lancaster, S. C., a three-press 60-ton-capacity mill by the Lancaster Cotton Oil Co.

Rowesville Cotton Oil Co., Rowesville, S. C.:

We have completed arrangements for installing additional separating machinery and have placed contract for same with the Foos Manufacturing Co. of Springfield, Ohio, and will have all this machinery installed in time for the beginning of the next crush. The condition of the cottonseed-oil industry is prosperous generally. Manufacturing margin is too close in South Carolina, caused by sharp competition in the purchase of seed and the excessive number of mills in our State, together with the indisposition on the part of the farmer to sell seed at anything like a reasonable price, if at all. The cotton crop in this immediate section is rather under the average and is from 20 to 30 days late; consequently we expect not over 80 per cent. of a normal crop.

St. George Cottonseed Oil Co., St. George, S. C.:

We will not make any addition to our mill at present, but will probably put in an electric plant for lighting the town by the first of January, 1908. Our cotton crop is about one month late, but with a late fall will make a good crop, judging from present prospects. The cottonseed industry has greatly increased in our section during the past few years; all of our hulls can be disposed of locally, and a greater per cent. of the meal.

Southern Cotton Oil Co., Dillon, S. C.:

We are increasing the capacity of our plant from a three-press, 13-box, to a three-press, 15-box mill, making our capacity practically 80 tons per day. The outlook for seed to run our mill next season is very good, and we hope to do a much larger business.

Victor Cotton Oil Co., Gaffney, S. C.:

We do not contemplate making any enlargement of our mill, but will add some new machines for improvement of same, these machines having been bought. With our present weather conditions continuing we can yet make a fair crop, but the plant is very small and late.

Strother & Phinney, West Union, S. C.:

We are pleased to say that our oil-mill plant is practically new, and the only improvement we will make will be a better system of water-works. Owing to the short cotton crop last season our crush

was small, and from the present outlook it will not be large this season, as cotton is late and poor stands prevail. No new mills are projected in this section of our State, as it is conceded that we have already too many oil mills for the general crush.

Woodruff Cotton Oil Co., Woodruff, S. C.:

This mill was destroyed by fire on March 26 last, but we are making preparations to rebuild and be ready to begin crushing seed by the time the seed season opens up. We have bought the new machinery, which will be shipped to us in time to be installed before the beginning of next season. The capacity of our mill will be increased from a 30-ton to a 40-ton mill. The outlook for next season is not so bright, as the crop outlook is very poor at this time. A poor crop means scarcity of seed, and high prices for seed will likely be paid. This would not matter so much if the price of oil should continue high, but this may not continue the case. In the event that a good cotton crop should be made this year, we believe that the outlook for the crushing industry will be better in some respects than has been the case in several years. If the oil mills could be operated upon conservative lines and proper regard for the rights of other mills be shown, thus keeping down the ruinous and demoralizing scramble for seed, as we have seen nearly every year, then we do not see why the oil-mill industry should not be as profitable as any that can be imagined. We hope this will be the case henceforth.

TENNESSEE.

G. N. Henson, cottonseed products, Chattanooga, Tenn.:

The interests represented by our office are not making any extensive additions. We are engaged at this time in our usual summer overhauling and repairs and slight additions to our properties all around, but will stop at that. As to the future of the business, we are not prepared to speak further than to say that the products of cottonseed are entering into more extended uses each year, but competition in the business from a manufacturing standpoint is very keen and cannot be pushed further without disaster to the business. The chief trouble in the manufacturing end of the cottonseed-oil industry is there is not a sufficient amount or supply of raw material for the mills already erected, and there is a scramble for this raw material, thus reducing the possibilities of each mill. In this respect it is totally unlike the textile business, the supply of raw material for the latter being in excess. Owing to the excessive number of oil mills there is not sufficient raw material to keep them in operation for an average or more than about four months in the year, and during the remainder of the season they lay dormant, yet the operating expenses are all the while going on. Indications would rather point to the wrecking of mills in the future and reduction of the number rather than any increase.

Phoenix Cotton Oil Co., Memphis, Tenn.:

We do not intend making any enlargement or improvement in our plant this year. Crop prospects very poor, and we will make only ordinary repairs.

De Soto Oil Co., Memphis, Tenn.:

We are contemplating no changes other than our usual summer repairs. As to the future of the business, we are not prepared to give an opinion. Just at present the crop conditions are anything but good, being fully four weeks late. Some improvement in crop conditions has resulted

from the past several weeks' favorable weather, but the plant is indeed small. We know of no new mills being built in our territory.

TEXAS.

Athens Cotton Oil Co., Athens, Texas:

We do not contemplate making any enlargement. Are making a few minor repairs, but no improvements. The outlook in our immediate section has for the past few years been rather poor on account of the boll-weevil, but prospects for the future seems brighter, as our people are learning how to combat with the weevil. The crop condition has improved quite a good deal the past two weeks or more in this section, and the outlook is improving.

Brenham Compress, Oil & Manufacturing Co., Brenham, Texas:

We are now erecting a brick refinery of 250 barrels capacity, which will be completed in time for our fall crush. We are also contemplating the remodeling of our oil mill. It now consists of frame buildings. We want to remodel it and build it of brick or cement blocks and steel structural work, as we find that the cost of insurance and repairs on our present form of buildings are increasing all the time, and it will pay us to borrow money at 6 per cent. interest and make a modern mill of our plant. We will now get up plans and specifications and ask for bids, and as soon as we close the mill down after our next season's crush start the buildings at once. We will not be in the market for any new machinery, as we have good machinery. There are three new mills going up in our part of the State—one at Houston, 70 miles from us; one at Lyons, 19 miles from us on line of G., C. & S. F., and one at Elgin, 68 miles, on line of Austin branch H. & T. C. R. R. Our present cotton crop is very poor, but with good weather for the next 60 days may make an average crop; still our crop will be 25 per cent. short of last year.

Celeste Oil & Cotton Co., Celeste, Texas:

We will make no improvements of any note the coming season. The cotton crop in this section is the worst ever, and replanted three times. The plant is very small, and 30 or 40 days late, and about 50 per cent. of a normal condition at this "stage of the game."

Center Cotton Oil & Manufacturing Co., Center, Texas:

Our mill changed hands June 4. We are going to add at once two planing machines, and in the coming fall an ice plant. The cotton crop in this county has been very short the past two years, and the present conditions seem to indicate another partial, if not complete, failure this year.

Comanche Cotton Oil Co., Comanche, Texas:

We are installing two 290-horse-power Heine safety water-tube boilers and a 600-horse-power feed-water heater. Also a modern 15-ton ice plant in connection with our oil-mill plant. Have built a splendid stone building with concrete floors, etc., for same.

Commerce Cotton Oil Co., Commerce, Texas:

We will not make any enlargement or improvement to our mill this season. The prospect for a cotton crop is very gloomy in this section of the country.

Cuero Cotton Oil & Manufacturing Co., Cuero, Texas:

We do not contemplate making any improvements in our mill this season. The cotton crop in this section, while not a promising one, in the past few weeks has

improved, and the outlook is a little more encouraging, and we hope for a fair yield. A new mill will be erected at Yoakum, Texas, and we understand they have bought and received the machinery.

Denton Cotton & Oil Mill Co., Denton, Texas:

We are building a cottonseed-hull house 50x126 feet. The cotton crop is the most backward we have had for 30 years, labor is scarce and high, boll-weevils are plentiful, and altogether we have a very bad outlook for a cotton crop.

Fort Worth Cotton Oil Co., Fort Worth, Texas:

Are making some improvements, but have contracted for all the machinery needed. The past season has been a very profitable one. The outlook for a new crop is very poor. The following new mills are being erected in this section: Henrietta Cotton Oil Co., Henrietta; Wichita Oil & Light Co., Wichita Falls; Quanah Cotton Oil Co., Quanah; Memphis Cotton Oil Co., Memphis; Brazos Oil & Light Co., Graham; Bridgeport Cotton Oil Co., Bridgeport; Mineral Wells Cotton Oil Co., Mineral Wells; Brazos Oil & Light Co., Hamlin; Haskell Cotton Oil Co., Haskell; Goldthwaite Cotton Oil Co., Goldthwaite; Brady Cotton Oil Co., Brady; Lampasas Cotton Oil Co., Lampasas; Llano Cotton Oil Co., Llano; Mansfield Cotton Oil Co., Mansfield, and Granberry Cotton Oil Co., Granberry.

Georgetown Oil Mill, Georgetown, Texas:

Only repairs of a minor nature are being made this year. The cotton crop is from 20 to 30 days late, and a great deal of it foul. With favorable conditions we can make a good crop, but nothing like the crop of 1906-1907. The outlook for oil mills in Texas does not look promising to us. The season just closing has been a profitable one, but the chances are that the mills will "go wild" next season.

Grandview Cotton Oil Co., Mineral Wells, Texas:

The only improvement we are making this season is the building of a seedhouse, 80x208 feet, with a capacity of 4000 to 5000 tons of seed. The cotton-crop prospects are not especially encouraging in our section, as is the case most everywhere. The plant has been very retarded in its growth, but the last three weeks of good weather has brought remarkable development.

Haskell Oil Mill, Haskell, Texas:

We are building a new mill, and expect to have it ready in the late fall. The cotton-crop outlook in this section of the State is very encouraging, as cotton is doing nicely, with larger acreage than last year. No storms, with good seasons, have put this country in splendid condition, and the crops show it.

Nacogdoches Cotton Oil Co., Nacogdoches, Texas:

We are going to make some improvements in our mill this season. We have just placed orders for our supplies, and we expect to finish our improvements about September 15. The oil mills have done fairly well the past season in this section. The prospects for cotton this season are very gloomy, being 25 to 30 days late, and the boll-weevil is hurting the cotton.

Henrietta Cotton Oil Co., Henrietta, Texas:

Several new mills are being built in this section at Graham, Wichita Falls, Henrietta, and numerous others at different points. The cotton crop has had favor-

able weather for the past 30 days, and with the increased acreage we may look for an average crop. Our machinery has all been purchased from the Briggs-Weaver Machinery Co., and we expect to have our mill in running order for the new crop. The conditions for the cottonseed-oil industry seem to be favorable at this date.

Pittsburg Cotton Oil Co., Pittsburg, Texas:

We are preparing to put in a new cake former in our three-press mill and make some other minor repairs. We are also considering the substituting of the air-blast process for taking the lint off of the saws in our four-stand gin outfit instead of the old-style brushes. We are not contemplating any enlargement of our plant, as we have the boll-weevil in large numbers and fear a complete failure in the cotton crop this year. As to the prospect for a cotton crop this year, we have never had just the conditions to confront us that exist this year, as this is our third year with the boll-weevil, and he usually cleans up the crop the third year. There are no new mills projected in our territory, it being well filled. The oil-mill industry here is about at a standstill on account of the prospects of cotton.

Planters' Oil Co., Hearne, Texas:

Crops are looking fairly well for this season of the year, although they are about 30 days late.

Roberts Cotton Oil Co., Houston, Texas:

The only enlargements we will make this season to our plant is the installation of additional 100 horse-power in our powerhouse and the building of a new standard brick boiler-house. We have already purchased and received our new boilers and sold the old, and have let the contract for the new house to Mr. H. H. Yorty, contractor, of this city. The work will be finished in about 30 days. Up to now the prospects for a cotton crop have been somewhat gloomy, but during the past few weeks the weather has been ideal for cotton, and the prospects for a crop in Texas are much brighter, so much so that the writer believes we will yet make a very good crop, although on an average about 30 days late. As to our industry, I believe the situation is very satisfactory. You have, I know, from all I have read in the MANUFACTURERS' RECORD, followed the efforts we are making to exploit our products, and we are fast feeling the good results. With a good crop we should have a satisfactory season, although there are a great number of new mills being built, which will naturally tend to cut down the length of our run. In Houston there is one new mill being built, the Magnolia Cotton Oil Co., Mr. P. S. Grogan, president. Assuring you of our appreciation of the good work you are doing for the South and of the value of your paper.

Rockwall Cotton Oil Co., Rockwall, Texas:

We are not going to make any improvements of any note. J. A. Martman of this place is enlarging his gin plant, but machinery has all been bought. Crop prospects have improved in the past 15 days, but are far behind the normal yet.

Schulenburg Oil Mill, Schulenburg, Texas:

We are putting in a complete huller system which has been purchased from the Foos Manufacturing Co., Springfield, Ohio. There are no mills being erected in this county, as they are too thick now, but about 30 are being erected in Texas. Our cotton crop is a very late one, being from four to six weeks late. Cotton improved

very rapidly until July 3, when the July showers commenced, and if they continue a few days longer our prospects for a cotton crop will look very gloomy, as the boll-weevil will increase to such an extent as to ruin the entire crop.

Rockdale Oil Co., Rockdale, Texas:

All improvements contemplated for this season have been completed, including installation of cake mill and huller in the oil mill and new gin feeders and air-blast system in the gin. A new four-stand gin outfit is being put in here by the Farmers' Union. Outlook is good for a fine cotton crop this year.

Wills Point Cotton Oil Co., Wills Point, Texas:

We are not making any changes or improvements. The crop prospects are very gloomy.

Wortham Cotton Oil Co., Wortham, Texas:

We expect to spend \$5000 or \$6000 on improvements, most of which we have already bought machinery for, and expect to get everything in shape to start our mill about the first of September. The crop prospects are not very good, but cotton is doing fairly well, but it is at least a month later than last season. Very little complaint from weevils up to the present time. A considerable lossage in acreage is reported, as labor is scarce and crops could not be cleaned.

TRANSPORTATION PROBLEMS.

Waterways Improvement Needed to Solve Them.

Editor Manufacturers' Record:

Commerce has been compared to life-blood—vital to a nation's growth and well-being. Transportation may well be compared to the veins and arteries through which the life-blood flows. Congestion of these veins and arteries means paralysis. Commerce, the exchange of products, calls for additional veins and arteries as the surplus for exchange grows greater. The pre-eminence of the United States in commerce is due to the wonderful activity in railway construction of the last half of the nineteenth century. The vast increase of population has developed an internal and external commerce which has taxed all of our railway avenues of transportation to the utmost, and is forcing a return to water transportation as a method of relief to the railroads. The strain upon the railroads in the effort to transport the wonderful phenomenal increase of freight products of the past 10 years is demonstrated in the Interstate Commerce Commission's reports of increasing density of traffic per mile of line each year. This increased density of traffic has necessarily resulted in slower average movement of freight cars, frequently in congestion, amounting to freight blockades, in inability to maintain schedules and in increasing complaint of delayed freights. It threatens commercial paralysis. It has evoked from the ablest railroad men in the country expressions of warning, statements that the railroads cannot hope, with utmost possible expenditure of money and labor, to provide for this constantly-increasing volume of traffic, warnings that the inevitable result will be paralysis of internal and external commerce, unless relief is afforded; that the railroads are unable to borrow the necessary money, if they could borrow it they could not furnish the necessary labor, and that to give the full measure of relief it would require as great an expenditure as the entire expenditure since railroad construction began in this country; in other words, a doubling of our railroad system.

The remedy is to be had in safe, sane

and conservative treatment of the railroads, while insisting upon justice from the railroads to the people, granting absolute justice to the railroads and in the regulation of rates by legislation or commission, making the most careful inquiry as to whether reductions are justified by conditions. In freight rates it would seem wise to remember that they have been steadily reduced, and are now far lower than rates on foreign railroads, and then arrive at the conclusion whether they can be lowered still further without injustice to the capital employed and without involving receiverships, hard times, and, perhaps, panic. In passenger rates should be considered the certainty that flat, radical reduction of rates in States with from 30 to 50 inhabitants per square mile to a parity with rates in States with from 100 to 420 inhabitants per square mile cannot be otherwise than unjust and dangerous.

Would it not be well to ascertain whether, taking the railroads as a whole, they are not as economically managed as any lines of large business in the world, whether their margin of profit upon a fair capitalization is not as small, and whether in legislative or commission regulation, instead of wholesale reductions, there should not be reductions only in the exceptional case of injustice upon the part of a particular railroad? It is said that in the past few months railroads have been compelled to borrow \$900,000,000 upon short-time notes at high rates of interest. This is alarming, if true, and calls for the utmost caution in dealing with the railroad problem in all its aspects. But with the utmost care, the fullest measure of justice to the railroads and the maintenance of their prosperity and credit, all they can do toward relieving the transportation crisis, as it is most properly styled by Professor Haupt, will be to furnish a partial relief. The full remedy must come through the utmost improvement of our waterways as avenues of transportation, their connection wherever possible by canals. The activity of the Rivers and Harbors Congress and of various waterways associations, the attention being given to the subject in your journal and in the entire press of the country, the changed attitude toward river and harbor legislation, the increased water transport of freight, notably on the "Soo," the Monongahela and the Mississippi between St. Louis and New Orleans, are all hopeful signs of the times, as is also the largest appropriation ever made in a river and harbor bill made this year. It requires united action for all meritorious river and harbor improvements to secure yearly appropriations of \$50,000,000 a year asked for by the Rivers and Harbors Congress. But there is no expenditure which will yield the people larger returns.

C. P. GOODYEAR.

Brunswick, Ga.

Wanted for German Trade.

Karl Katz, Inhaber Arthur Schick, Trautmann, Bohemia, Austria, writes to the MANUFACTURERS' RECORD:

"I am especially interested in goods relating to my branch, and among them also cotton twines, paper and wood spools of all kinds. I would make particular effort to force American manufactures. I am a wholesaler for cash."

Plans are making for submitting to the voters of Jefferson county, Texas, the question of an issue of \$300,000 of bonds for good roads in the county.

The Board of Trade of North Wilkesboro, N. C., has elected Mr. T. B. Finley, president; F. B. Forrester, vice-president; J. R. Hix, secretary, and F. D. Hackett, treasurer.

CURRENT EVENTS AS VIEWED BY OTHERS

NO BASIS FOR WAR.

[Buffalo (N. Y.) *Evening News*.]

The United States has no quarrel whatever with Japan. Japan has no ground for a quarrel with the United States. The rulers of Japan have a perfect understanding of the California case and of the nature of our system of government which permits a State to do things that are not within the power of provinces under an imperial organization.

The treatment of the Japanese in San Francisco provides no occasion even for national hostility on either side of the Pacific. It is a closed incident in itself. It may lead to a settlement of the question of whether a treaty may deal with topics not within the range of the Constitution in domestic affairs, and if it does have that result the way is made clear for the Government to handle all such outbreaks as disgraced the California city.

But the San Francisco business cuts no real figure in the only question that can lead to a collision between the United States and Japan. That larger question relates to the exclusion of coolies from this country. It is the same question that Australia has on its hands, and South Africa, too. If there is really any question in it, that question is whether or not Asiatics may be permitted to swarm over the rest of the globe to force competition between native and foreign labor.

Even then Japan, and perhaps China, must force the issue, for the other countries interested have only to set up their exclusion laws and enforce them against individuals. It must be the endeavor of the Orientals to compel letting down of the exclusion bars. It is incredible that Japan should ever resort to such means for the promotion of her national trade and industry. It would drive her into bankruptcy, desperately poor as she is now. If Great Britain kept faith with her Japanese ally it would be at cost of Canada to save India. Russia is no less eager than ever to drive Japan off the Asiatic mainland.

Here are the materials for such a struggle as the world never saw, but though statesmen sometimes resort to astounding schemes to promote their ambitions, it is not to be presumed that the authorities of Japan have gone insane and are supported by the British Government in their conduct. The general tone of the foreign press indicates the idea that the United States may have to fight the battle of the Western world against the Eastern, but the idea of war is preposterous in every sense.

BIRMINGHAM BRICK.

[*Clay Record*.]

The brick industry is making steady progress in the Birmingham (Ala.) district. So overshadowing has been Birmingham's iron interest that other branches of industrial enterprise have been developed hereabouts almost unnoticed. While they do not rank with Birmingham's mainstay, they are nevertheless important and profitable, and go to make up that diversity of manufactures which increase appreciably the district's volume of business.

Speaking of brickmaking, 10 years ago Birmingham had only two plants, and they were small and antiquated. Only building brick of a very common grade was turned out. Today there are 11 or 12 plants making building brick of the finest quality, including every style and color. Most of these plants are equipped with all the improved modern devices.

Ten years ago the entire product of the two brickyards was at the rate of only 1,000,000 annually. Now Birmingham's annual output is estimated at fully 40,000,000.

The clay of Jefferson county is admirably adapted to the manufacture of building brick, and as comparatively little capital is required in equipping and operating a plant, the industry will grow fast. Then, too, the local demand is already far greater than the supply. The 40,000,000 brick made in the Birmingham district last year was not one-third the quality used here. If the capacity were quadrupled in 1907 the local demand would not be supplied, for this is to be an exceptionally busy year in the building trades.

Men familiar with the building brick industry say that if 200,000,000 were made here there would be a good shipping demand for all in excess of home consumption.

The price of the best Birmingham brick averages about \$7 per thousand. This leaves a good profit for the manufacturer.

Fire-brick of superior quality has been manufactured in the Birmingham district for many years, and recently the manufacture of shale brick, used for street paving, has been added to the district's industries. There are now two large shale-brick concerns operating in Jefferson county, and another company for the manufacture of this valuable commodity is about to be organized. There is said to be room for many of them. In five years from now Birmingham will be one of the brickmaking centers of the country.

NEVADA'S GOLD.

[Albany (N. Y.) *Evening Journal*.]

Some time ago Director Roberts of the United States mint expressed the belief that in the near future the State of Nevada would yield annually \$20,000,000 gold or more, and the present outlook indicates that that estimate will soon be exceeded by the actual production.

Goldfield alone reports for June an output valued at \$1,142,316, which is at the rate of \$13,707,792 a year, and far in excess of the production for the corresponding period of last year.

It may not be too much to expect that the other gold regions in Nevada will together produce at least half as much as Goldfield, so that it will be not surprising if the output for the current year comes very near to realizing Mr. Roberts' estimate.

And this is but the beginning. Nevada's gold fields have been exploited only a few years. Much development work has yet to be done. Doubtless many rich mines remain to be opened. Fortunately, climatic conditions present no serious obstacles to continuous work, and development will therefore be rapid.

It may yet come to pass that Nevada will take the lead of gold-producing States and add in succeeding years to the wealth of the country amounts which will go far to supply the steadily growing and just now urgent and unsatisfied demand for ready money.

COTTON MILLS IN TEXAS.

[San Antonio *Express*.]

The development of the cotton-manufacturing industry has not been so marked in Texas as in some of the other cotton-growing States, and, perhaps, the industry has not proven quite so profitable in Texas as in those States in which it has had a longer trial.

Experience counts for a great deal in

the successful conduct of any business, and good management, as well as technical skill, must be employed to render any sort of manufacturing enterprise profitable.

Some of the cotton mills in Texas have not had the benefit of skillful and judicious management, and consequently have not realized the full expectations of their promoters, but where skill and judgment have been centered in their management and direction the mills have prospered greatly and have given encouragement for increased investments in that line. One of the prime essentials is cheap fuel. If the oil prospects in the vicinity of San Antonio should develop the fuel possibilities claimed for them, this city would offer splendid inducements for the location of a cotton mill, as well as for other manufacturing industries.

FOR BOSTON GAS.

[Boston *Evening Transcript*.]

Cheaper gas, in which Boston is now rejoicing, would not have been possible had not the cunning brain of man devised ways to extract useful by-products, as well as the gas itself, from the mountains of coal consumed in the process of gas-making. Not only coke, a good, clean fuel, of which nearly 500,000 tons is now annually turned out by one great gas concern near Boston, but coal tar in enormous quantities has helped to bring the day of 80-cent gas to Bostonians in this year 1907. The Nova Scotia coal from the mines of Cape Breton, which is so heavily imported here for gas-making purposes, is not comparable as steam coal with the bituminous fuel of Pennsylvania, Maryland and Virginia. But this Nova Scotia coal is peculiarly rich in gas-making power, and it yields freely the by-products indispensable to the profits of the industry. In this point those Bostonians who have worked so hard to secure a larger use of cheap Nova Scotia coal in Massachusetts are amply justified.

The high proportion of sulphur in the Nova Scotia fuel is, however, a serious disadvantage, and will probably veto any successful competition of the imported article on even terms with the high-grade products of the American coal fields. Because of this large proportion of sulphur, coke from Nova Scotia coal is not suitable for foundry purposes, and therefore the greatest of Boston's coke-making plants is preparing to bring Southern coal in large quantities from Virginia. The assembling of the right materials from many distant sources is one secret of the success of the mighty plants of modern industry. Thus, though our own foreign deposits are immense, American steel mills nearest the ocean find it advantageous to import special varieties of iron ore from the hills near Santiago, Cuba, and even across the Atlantic from old Spain.

LESS ACREAGE, MORE PROFIT.

[Columbus (Ga.) *Enquirer-Sun*.]

Another instance of what may be accomplished on a Georgia farm is described by the Albany *Herald*, which tells in its local columns of what a farmer of the "Red Bone" district of Lee county has grown upon and marketed from a tract of three acres.

The acreage devoted to various kinds of vegetables and the amount of money realized from each was as follows: Cabbage, three-fourths of an acre, \$350; tomatoes, one-sixth acre, \$100; beans, one-half acre, \$65; turnips, beets, squash, peppers and cucumbers, on the remainder of three acres, \$50; total, \$565. The cost of fer-

tilization and cultivation was very small comparatively, and the expense of transportation to market was inconsequential because the various crops were sold in Albany.

The farmer is now preparing the same three acres for a fall garden, and he expects to market vegetables during that season which will bring in an additional \$250 or \$300, making the total revenues derived for the year amount to \$800 or \$850.

Of course, the smaller the area cultivated the smaller is the expense of cultivation, and the greater the number of crops harvested the larger is the earning of the farmer's land and labor. The larger the urban population the greater is the demand for crops such as are grown by the Lee county farmer. And so it is that the establishment of every new manufacturing or commercial enterprise in town or city, bringing newcomers from other sections or from across the seas, enlarges the possibilities of profit to those who farm as does the Lee county farmer.

SERVANTS IN COLONIES.

[Springfield (Ohio) *News*.]

In Kansas City a number of housekeepers who could not secure servants adopted the colony system. They established a dining-room in common in a convenient part of the city, within walking distance of their homes, and hired men to do the cooking. It is unlike a boarding-house, in that each family does its own marketing and has its own food cooked and served as it wants it cooked and served.

In another city an enterprising caterer has an establishment that serves meals to persons in their own homes somewhat on the community plan. That is, a number of families go in together and agree upon the price they want to pay for the service and figure upon the kind of food they desire for each meal, and the caterer does the cooking and delivers the food and calls for the dishes and charges a pro rata fee for his services.

Still another community has a kitchen in common, to which it sends food, has it cooked and delivered to the home, and serves it in the family dining-room. The community boarding-houses are numerous—places where meals are served to residents. Also are the semi-public dining-rooms for dwellers in a particular flat.

These various experiments—for they are all as yet experiments—show that there is a demand for some institution that will relieve housekeepers of the heavy part of housekeeping and at the same time be not too expensive for people of average means. With the preparation of the heavy meal of the day done away with, and with someone to care for the heavier kitchen work, hundreds of women would be glad to do the rest of the housework—and could do it with comfort. So that there is a demand for the colony system or some other system that will solve the problem.

NEW ENGLAND'S PROBLEM.

[New York *Tribune*.]

Ever since the influx of Canadians and Europeans into New England first became great enough to attract the attention of census enumerators the problems of the New England towns have been multiplying and growing more serious. All the old problems confronting the citizen have been complicated by the presence of a large number of persons with different codes of behavior and varying notions about civic rights and duties. The trials of the old inhabitants in maintaining good government during the deluge of immigrants

have occasionally been brought to public notice, but rarely more strikingly than last Wednesday night in Middletown, Conn., where a mob paraded the main street, fought the police, smashed windows, hurled giant crackers into stores and dwellings and finally tried to break into the Mayor's private grounds—all because the Mayor, Professor Fisher, was determined to enforce the city's Independence Day ordinances.

Middletown typifies the changing New England town, whose old laws and customs are being rudely broken down by newcomers who neither know the Puritans nor respect them. It is not enough to stamp all those who violate the ancient order with the "lawless element" brand. Technically, all the rioters of last Wednesday night were lawless, and they should be punished for their misdeeds, but in all probability not a few of them were sincerely giving vent to what they considered righteous indignation at the rigidity of the authorities. Just because of this the problem is perplexing. It is hard to treat as common criminals men whose differing opinions lead them to fight for their "rights." It is unpleasant to realize that rigid enforcement of the law must mean in many cases speedy repeal of sorely-needed statutes. And it is most dangerous and immoral to compromise by ignoring the mandates of the statutes. Many New Englanders confess ruefully that unless the franchise is sternly limited the power may soon pass forever into the hands of persons untutored in town government and filled with lax ideas.

This danger is real. But its imminence should not deter the New Englanders from following Mayor Fisher's example of living up to the spirit of the law. Offenders, however well meaning they may be, must be brought to book; respect for the law is one-half of law. The perils of a possible alien supremacy dwindle as soon as the newcomers have been taught to fear the law, even though they dissent honestly from some of its dictates. If New England is to train its immigrant factory hands and street laborers to be a wise majority in future civic life no better beginning can be made than by teaching that laws cannot be broken with impunity.

FOR BETTER BALING.

[New York Journal of Commerce.]

In the remarks of Mr. Macalister of the Lancashire Cotton Spinners' Commission at the Cotton Congress in Vienna on the effect of improved baling of American cotton there were some statements of the economic advantage to all concerned that ought to challenge attention in this country. The defects of the present method have often been commented upon. The cotton is loosely packed at the gineries and sent some distance to be compressed. That is a halfway process which still leaves the bales bulky and badly wrapped for transportation. Mr. Macalister's figures are based upon the assumption that the cotton be compressed in close proximity to the gineries to a density of 37 to 40 pounds to the cubic foot and neatly wrapped and bound like that which comes from Egypt and India. Then it would require one-fourth of the car space to carry 100 bales to a seaport that is occupied in carrying the same quantity from the ginery to the compress and one-half as much as is necessary in its transportation from the latter to the port, while 50 per cent. more weight could be carried in the same space aboard ship.

Making all allowances for reduced freight by land and sea for the smaller bulk, and for diminished tare, etc., it is calculated that the total saving on a crop of 12,000,000 bales, of which 7,000,000 were sent abroad, would be over \$23,000,000. At the height of the last season there

was much complaint of congestion on the railroads and delay in transportation, and it was said that about 50 per cent. more cars were needed to provide adequately for promptly carrying all the cotton to market. With proper compression and baling this congestion and delay would be fully relieved and prompt transportation and delivery could be made with the same equipment, but Mr. Macalister continued his figuring by assuming that the additional equipment must be provided for the present method of baling. He estimated that 40,000 cars are now used in carrying a 12,000,000-bale crop, and that 20,000 more are necessary to do the work with promptness and dispatch. This, at \$920 for the cost of each car, would mean the investment of \$18,400,000 more capital, which would be unnecessary with proper compression and baling.

It will be observed that this has altogether to do with saving in the cost of transportation and handling, and does not take into account the loss from waste and injury to cotton as the result of the present loose and defective methods, or the risk of loss by fire in transit and warehouses and the higher cost of insurance, which one of our own authorities a while ago reckoned at some \$20,000,000 for a season's crop. The loss and waste from these various causes is scattered all along the line, but it must inevitably fall most heavily upon the producer in a reduction in the price he receives for his cotton. All the cost and risk it is subject to in getting to market must be taken into account in determining that price. The economic advantage, to say nothing of self-respect and business pride, in packing American cotton for market in a civilized fashion ought to be impressed upon all concerned in the production and marketing of this most important of our exports. The present slovenly method is flagrantly extravagant as well as disgraceful.

SOUTHERN TEMPERANCE.

[Minneapolis Journal.]

Nowhere in the South is Statewide prohibition being attempted, nor is reform coming through partisan action. The Southern plan is in general the passage of local option laws by which the county is usually made the unit. Rural communities are thus enabled not only to prohibit the sale and manufacture of liquors, but to enforce the law they have adopted.

It is rather astonishing to learn that in Kentucky, the home of the distillery, 90 of the 119 counties are "dry," and there are but 50 "wet" towns and cities in the entire Commonwealth. South Carolina is virtually all "dry" since the abandonment of the dispensary law. In three-fourths of the counties of North Carolina liquor cannot legally be made or sold. Alabama has 20 "dry" counties, 15 that have but one saloon each, 16 with but two each and 16 with three or more. Four counties will join the "dry" list next month. These are the States of the South in which the most notable progress has been made, but the other Southern States are feeling the ground swell of reform.

The chief motive for abolishing the saloons is naturally the desire to keep liquor from the negroes. Cheap whiskey is as degenerative in its influence upon the negro as it is upon the Indian. The bad black man becomes far more criminal in his tendencies when under the influence. The elimination of the negro vote has made county prohibition possible, for the mass of the negroes when allowed to vote usually voted to retain the saloon. It has been found that negro labor greatly improves in quality when whiskey is kept from it.

Another factor in the growth of temperance sentiment has been the great religious movement going on all over the South.

The country preacher has been able, by his exhortations, to accomplish more toward stopping "moonshining" than all the revenue inspectors of the Government.

INVESTING IN TREES.

[Wall Street Journal.]

There are few efforts in which profit and pleasure can be more readily combined than in the promotion of tree-planting on lands not suitable for agricultural purposes. The tree-planting practice has gained much ground in connection with the public schools, and this helps to establish in the minds of the people the appreciation of the importance of doing something in one's own time for those who are to follow after.

This is really part of the spirit of investment, which finds its reward in exerting or denying one's self today in order that tomorrow or the next day, or in some more distant time, someone may enjoy the reward. The same principle controls the handling of the great timber tract with foresight when it leads the owner to supply the present market demand without sacrificing the rights of the future in the immature portions of forests.

What is true of a forest tract is equally true of the few trees which shade the public highways, or the small timbered area which forms part of the homestead in the rural regions. Even in the cities and towns the care of its trees is a sign of good business foresight. They shelter from the burning heat of summer and break the winds of winter. The city of well shaded streets has a power of attraction as a place of abode that is not given to those without them.

WASTE AND PROSPERITY.

[From Address of President E. C. McDougal to the New York Bankers' Association.]

We cannot hold the present pace. We should not hold it, even if we could. If our depositors do not realize this, our unpleasant but perfectly plain duty is to curtail their accommodation lines and force retrenchment. We are in an era of extravagance, both corporate and individual; of extravagance in enterprise and of extravagance in expenditure; extravagances as much beyond precedent as is our feverish business activity.

No matter what this country's book profits are, it cannot accumulate capital without thrift, and today thrift appears to be forgotten. At least a moderate amount of what is popularly known as "hard times" is the only cure.

An employer of skilled and unskilled labor reports that in his trade wages are 30 per cent. higher than a few years ago, and the product of a day's work considerably less. He estimates that he gets very little more than half as much work for a dollar as formerly. No doubt men in this audience can name trades in which the daily wages have nearly or quite doubled in 10 years, while the daily product has decreased. Many men do not work every day. Some earn enough in three or four days to supply their needs for a week.

Here is a twofold economic waste. A workman does not do a full day's work for a full day's pay. He does not work full time. No doubt many, perhaps most, men work full time, but very few do a full day's work for a full day's pay—such a day's work as could easily be done, as in all honesty and fair dealing should be done. Now this waste produces inflation of values analogous to the inflation produced by watering stock and bond issues of corporations.

This inflation must inevitably be reckoned with. When the day of reckoning comes the values of all properties will shrink to their true cost basis. This adjustment of values cannot occur without accompanying disturbances of credit and

consequent business troubles. Every good business man knows that the end of constantly rising prices must some time be reached, and that when that time comes prices will not remain stationary at the high level, but will start on the long expected decline. Business men should not dread, but should welcome that time.

We are not today on a sound basis. We cannot get back to a sound basis until we have a decided check. The longer that check is delayed the more severe will it be.

Expansion is not confined to the industrial and commercial world. For years banking liabilities have been expanding out of all proportion to the growth of cash reserves. For several years there has not been a week in which all the New York clearing-house banks have held full reserves, and frequently half, or nearly half, have been short. The same tendency prevails throughout the country. Is it not time for bankers to check this undue expansion, to prune this tree too luxuriant for its roots, this fabric of credit built on an inadequate foundation of reserve?

SOME KANSAS RECORDS.

[Chicago Record-Herald.]

Kansas is short on blizzards and cyclones, according to "Kansas—Her Story and Statistics," the latest publication of the Kansas State Board of Agriculture. But she is long on agricultural records. Here are some of them:

She has produced 100,000,000 bushels of wheat in a year, more than any other State in any one year.

She has produced in one year almost a sixth of the total wheat crop of the United States for that year.

She has ranked first as a wheat-yielding State five years out of seven.

But wheat is a detail compared with corn. Kansas has produced 274,000,000 bushels of it in one year and \$78,000,000 of it in another.

She has a single county which has produced 10,710,741 bushels of corn in a year. She has a single field on a single farm in a single county which has produced 104 bushels of corn per acre.

She has bred John R. Gentry and Joe Patchen.

She has bred a merino sheep with a fleece which yielded 52 pounds of wool, and no one can show an equal.

She has a town that has grown from 2000 to 10,000 inhabitants on a diet of natural gas.

She is the second lead and zinc State in the Union, and the third salt-producing State.

She has a fine population and can boast that nearly 48 per cent. of it is Kansas-grown.

The total yearly value of her farm products is half again as great as the total gold and silver production of the nation, and if the value of her agricultural products and live-stock were divided up each year there would be \$200 worth for each person in the State.

NEW YORK BONDS.

[Brooklyn Daily Eagle.]

The offer of Controller Metz of 4 per cent. corporate coupon stock, payable in 50 years, to the amount of \$27,000,000, and 4 per cent. assessment bonds, payable in 10 years, to the amount of \$2,000,000, was not accepted by the investing companies. Less than \$200,000 worth of the latter bonds and less than \$2,000,000 worth of the corporate stock were taken. The highest bid was \$101.50, and that was for only \$300. For \$11,000 of stock 101 was bid. The average of so much as was sold was at terms of 100.001. In short, the city bond sale was a failure.

This result is not only disappointing, but is surprising. One would have supposed that long-time coupon bonds at 4

per cent. would have been eagerly snapped up. Controller Metz had waited before offering the bonds until the new law authorizing the Sinking Fund Commission to fix the rate of interest went into effect. There was an immediate search for a reason for this failure. The consensus of opinion of the experts is that the failure is not due to an impairment of the credit of the city. Controller Metz himself believes that it is due to the fact that the bond market is glutted with obligations of the city. The truth is that not a few of the bond houses of the city are holders of city securities of previous issues at 3 and 3½ per cent. which they can sell only at a loss or under par.

One reason stated is that the offer was made at an inopportune time. The explanation is this: That on July 10 there will be released by the National Treasury Department \$5,000,000 of city bonds which have been put there as security, at which time the department will call about \$30,000,000 of deposits. These bonds will therefore come on the market further to complicate the situation and to make the investing folk timorous.

It is remarked that not a single one of the great bond houses appeared as bidders. This has led to the belief that there is an intention to force a higher rate of interest. If there was such an intent, the bond houses need not therefor be condemned. They have been losers in previous investments, and there is a decided movement for higher rates of interest of all securities. The London *Statist* two weeks ago declared that interest rates had been forced to too low a figure, and that under the pressing demands for capital there must be an augmentation of such rates before capital will become active.

There is a disposition among the more expert to find the reasons for the failure in the present urgent demand for capital, and the market tendency toward the concession of higher interest rates for money borrowed on long-time securities. Naturally, borrowers are loath to admit that higher rates must be conceded. But those who hold the money are in a position to demand such rates. They cannot be forced to give up their money at rates less than they think they ought to have.

AGAINST FIRE LOSS.

[Philadelphia Bulletin.]

It is one of the phases of material development that when any substance needed for the uses of ordinary existence tends to become scarce or exorbitantly high in price, something else to take its place is usually found or invented. There are some observers who seem inclined to believe that the days of the wooden-framed dwelling with wood floors are numbered in the United States, and that plenty of children now of school age will see concrete in some form generally employed before these young folks become grandfathers and grandmothers. There are some accounts on which such a development would deserve to be welcomed. In a normal year the amount of property destroyed by fire throughout the country equals in value not far from one-third of the ordinary revenues of the National Government. In a year marked by such catastrophes as that which overwhelmed San Francisco this loss may reach two-thirds of the Federal revenues. To be sure, much of it is borne by the fire insurance companies, which are estimated to have paid out more than \$200,000,000 for the San Francisco conflagration alone. But in the long run the cost of this must be defrayed by the public itself; since the premiums paid by the owners of property which does not burn down make up the funds that meet the losses of the owners of the houses or business establishments that are consumed. It is manifest, therefore, that the question of lessened inflammability in construction is one which concerns the interests of a large majority of the American people.

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

BIG DEVELOPMENT PLAN.

Randolph & Cumberland Railway May Be Also Extended to Southport.

Ira A. McCormack, assistant to the general manager of the New York Central Railroad, is reported to have resigned and to have been elected president and general manager of the Randolph & Cumberland Railway Co. at Carthage, N. C. It is also said that he has been elected president of an extensive development company affiliated with the railway, and which was organized to develop the territory along the line.

The Randolph & Cumberland Railroad Co. was chartered in June, 1906, and acquired the Carthage Railroad, a line in Moore county, North Carolina, extending from Cameron, on the Seaboard Air Line, northwest via Carthage, the county-seat, to Hallison, on the Durham & Charlotte Railroad, a distance of 18½ miles. It was stated at the time that the purpose of the company was to build 117 miles of line extending from Fayetteville, N. C., northwest to Cameron, connecting with the Carthage Railroad, and also from Hallison northwest. Recently High Point, N. C., which is about 40 miles northwest of Hallison, voted \$50,000 of bonds for the extension of the railroad, which is being built out of Hallison. It is now reported that the line is to be extended in the other direction southeast to Southport, N. C., and that when completed it will be 216 miles long.

When the Randolph & Cumberland Railroad Co. was incorporated the principal stockholders were given as Edward W. Shedd and M. H. Caldwell of Carthage, N. C., and T. J. Edwards of Providence, R. I., the others being A. P. Hauman and V. H. Borden. The officers of the company were lately announced as follows: Edward W. Shedd, president, general manager and chief engineer; M. H. Caldwell, vice-president and general counsel, both at Carthage, N. C.; B. M. Fellows, treasurer, and S. P. McConnell, counsel, 111 Broadway, New York city; T. J. Edwards, secretary, Providence, R. I.

If the Randolph & Cumberland Railway is built to High Point, N. C., it would require a comparatively short extension of about 30 miles further to connect it with the Norfolk & Western Railway should that be desired, and when it is extended in the other direction to Fayetteville, N. C., it will connect with the Atlantic Coast Line. With such connections it might be used as a coal route to a port south of Cape Hatteras, namely, either Wilmington or Southport, N. C.

Mr. McCormack wires the MANUFACTURERS' RECORD: "Cannot give details of plan until first of September, at which time will be glad to advise with you. Whatever is done will be for the best interest of the Randolph & Cumberland Railway Co. and the development of the natural resources of North Carolina."

GEORGIA'S STATE ROAD.

Western & Atlantic May Be Extended Eastward to the Seacoast.

The proposition to extend the Western & Atlantic Railroad from Atlanta, Ga., to the seacoast appears to be received with general favor at both Atlanta and Chattanooga. The Atlanta Chamber of Commerce has adopted a resolution endorsing the proposed extension, for which a bill has been introduced in the Legislature, and at Chattanooga at least one of the branches of the City Council has approved the proposition.

The Western & Atlantic Railroad is 137 miles long from Chattanooga, Tenn., to Atlanta, Ga., with a branch from Kingston, Ga., which is 78 miles from Chattanooga, to Rome, Ga., a distance of 18 miles. The Western & Atlantic is owned by the State of Georgia, but is leased to the Nashville, Chattanooga & St. Louis Railway, which has operated it for a number of years, the latter company being controlled by the Louisville & Nashville Railroad. It is also proposed to make a short extension at Chattanooga to the Tennessee river for the purpose of securing a water and rail route from St. Louis to Atlanta and thence to the sea. It is estimated that the extension to Savannah or some other port could be built for about \$5,000,000, not including the cost of docks and terminals. An air line from Atlanta to Savannah is about 225 miles, but the present rail routes are between 275 and 295 miles.

Three years ago an extension of the Western & Atlantic to Savannah was similarly endorsed, but the movement then came to naught. A committee is now to be appointed in the Georgia Legislature to consider the proposition and a general investigation is contemplated. There has been talk of the State operating its own railroad, but there is, of course, the possibility that the entire line may be leased to an operating company under certain conditions.

New Railroads Chartered.

The incorporation or organization of several new railroad companies has lately been reported, including the following:

The Caney, Piedmont & Morehead Railroad Co., incorporated in Kentucky to build a line between Cannel City and Piedmont, Ky. It will start with the Caney & West Liberty Railroad, now five miles long, but which is expected to be extended; capital \$100,000. The incorporators are S. J. Gish, Central City; V. J. Blow, Nashville, Tenn.; E. C. Hegan, W. F. Tafel, W. H. Netherland and Bernard Flexner, all of Louisville. All are directors excepting Mr. Tafel.

The Columbus, Memphis & Pensacola Railway Co., which proposes to build a line from Aberdeen to Columbus, Miss., has organized by electing directors as follows: Walter Weaver, W. C. Banks, C. F. Sherrard, John R. Maxwell, all of Columbus; H. J. Jennings, Water Valley, Miss., and H. E. Reynolds, Aberdeen, Miss. The officers are H. E. Reynolds, president; G. Y. Reynolds, vice-president; B. L. Reynolds, general manager, all of Aberdeen; Charles B. Hopkins of Columbus, secretary and treasurer. Work is to begin immediately.

The Canyon City & Northeastern Railway Co. of Canyon City, Texas, has been chartered with \$100,000 capital to build a line from Canyon City northeast through Randall, Potter, Armstrong and Carson counties to Yarnall, Texas. The incorporators are C. T. Ward, L. G. Conner, J. M. Black, W. F. Heller, R. W. O'Keefe, D. M. Stewart, W. E. Bates, L. C. Lair, J. S. Prichard, W. C. Baird, J. M. Cooper and J. C. Pipkin.

The Oklahoma & Golden City Railroad Co. has been chartered to build from Pawhuska, O. T., northeast to Jefferson City, Mo., 270 miles, with a branch 75 miles long from Climax Springs to Springfield, Mo.; capital \$12,000,000. The directors are E. M. Dempsey, J. D. Scarborough, John A. Wimberley, E. E. Grinstead, all of Pawhuska; A. J. Bauer, L. C. Lohman, Winfield; S. Pope, C. J. Miller, all of Jefferson City; W. K. Palmer, O. E. Wheelock, Kansas City, Mo., and John A. Griesel and William H. Reed, Golden City, Missouri.

The Enid, Waukomis & Oklahoma City

Interurban Railway Co. of Waukomis, O. T., has been chartered to build 100 miles of line from Enid via Waukomis to Oklahoma City at a cost of \$10,000 per mile; capital \$200,000. The incorporators are R. N. Brittain, president; J. A. Butler, treasurer; Charles Moore, secretary; Dr. S. F. Scott, A. R. Drew and J. B. Campbell, all of Waukomis, and Valentine Johnson of Enid.

New Equipment, Rails, Etc.

The Atlanta, Birmingham & Atlantic Railway is reported to have sold \$1,700,000 of 5 per cent. equipment bonds to cover the purchase of 1200 coal cars, 500 box cars, 300 flat cars, 30 cabooses and 25 locomotives. Total cost of this equipment is about \$2,130,000, of which \$425,000 will be paid in cash.

The Wichita Falls & Southern Railway has ordered two locomotives from the American Locomotive Co., Schenectady, N. Y., and 10 box cars from the American Car & Foundry Co., St. Charles, Mo.

The Texas Central Railroad has received two new sleeping cars from the American Car & Foundry Co., the railroad proposing to operate its own sleeper service.

The Atchison, Topeka & Santa Fe Railway is reported to have ordered 30,000 tons of rails from the Bethlehem Works.

The Virginian Railway is receiving deliveries on its order for locomotives from the Richmond branch of the American Locomotive Co.

The Jacksonville Electric Co. is receiving deliveries on its orders for 14 semi-convertible cars built at Elizabeth, N. J.

The Tampa & Sulphur Springs Traction Co. of Tampa, Fla., has ordered six double-truck open cars from the McGuire-Cummings Manufacturing Co.

The East Tennessee & Western North Carolina Railroad is reported to be building at its shops 10 box cars, 10 flat cars and 30 hopper bottom ore cars. The company will also soon receive 20 flat cars from the Kilby Locomotive and Machine Works.

The Richmond, Fredericksburg & Potomac Railroad is reported to be in the market for additional freight equipment.

The Seaboard Air Line is reported to have filed an equipment agreement covering 1000 gondola cars at a cost of \$1,138,750.

Railroad Shops at Macon.

Mr. C. K. Lawrence, chief engineer Central of Georgia Railway, Savannah, Ga., writes the MANUFACTURERS' RECORD in reference to machine shops which are being erected for the company at Macon, Ga. He says:

"The buildings are being designed by the architects in our engineering department. They are those required for a complete shop plant estimated to cost \$1,500,000. The machinery will cost between one-third and one-half of this amount.

"As many of the structures are to be on the site of present shop buildings, the entire work cannot be undertaken at once. Machinery is purchased and buildings erected in such manner as will not prevent continuous operation of new and old shops.

"The Babcock & Wilcox Company are furnishing the boilers and the Westinghouse Company the engines and electrical appliances. The buildings are erected partially by the company's forces and partly by contract."

May Be an Important Line.

President O. L. Bass of the Pensacola, Alabama & Georgia Railway Co. writes from Pensacola, Fla., to the MANUFACTURERS' RECORD confirming the report that the company has applied for a charter to build a line from Pensacola northeasterly

about 50 miles to a point on the Alabama boundary, and thence into Alabama. The official staff is as heretofore reported, excepting that the address of W. C. Vereen is at Colquitt, Ga., instead of at Moultrie.

Mr. Bass, who is president of the Pensacola Bank & Trust Co., also says that the incorporators are not now at liberty to give anything more for publication except to say that they believe the proposed road will be built and that its extent is more far-reaching than appears in the articles of incorporation. Mr. G. C. Scudamore, who is one of the directors of the railroad, is also cashier of the Pensacola Bank & Trust Co.

Middle Georgia Interurban.

Capt. W. F. Smith, secretary and treasurer of the Florilla & Indian Springs Railway, writes from Florilla, Ga., to the MANUFACTURERS' RECORD concerning the reported Middle Georgia Interurban Railway. He says that the Bibb Power Co. of Macon, Ga., is making a survey to build a railroad from either Florilla or Jackson to a point where it is preparing to erect a power plant on the Okmulgee river. This tract is intended to be part of a connecting link between Griffin, Ga., and Social Circle, Ga. The surveys are under way, but Captain Smith cannot say when construction will begin. Charles Howe is chief engineer. The proposed railway is expected to be 25 or 30 miles long, taking in Griffin, Jackson, Eudora, Monticello, Mansfield, Madison and other towns.

Birmingham Station in Use.

The new union station at Birmingham, Ala., was put in use on July 1, although the building may not be wholly completed until December. The station is used by five railroads, namely, the Southern Railway, the Alabama Great Southern, the St. Louis & San Francisco, the Seaboard Air Line and the Central of Georgia. When the Illinois Central extension is completed that road and the Mobile & Ohio will also enter the new depot. The Louisville & Nashville Railroad continues to use its own station, which has hitherto been in service for all lines there.

Coal Spur from Tracy City.

Concerning the building of a line from Tracy City, Tenn., Mr. Hunter McDonald, chief engineer of the Nashville, Chattanooga & St. Louis Railway, Nashville, Tenn., writes the MANUFACTURERS' RECORD thus: "This company has closed a contract with Messrs. Toney & Lawler of Chattanooga to do the grading for a spur track to run from Tracy City to the lands of the Nunley Ridge Coal Co. at Pryor Ridge, a distance of 4.55 miles. There will be no intermediate points, and the track will be simply a mining spur. The work is under my direction."

A Florida Canal.

The Florida Coast Line Canal & Transportation Co. recently completed the last cut in the canal, which provides for an inland waterway from St. Augustine to Miami, a distance of nearly 400 miles, and in a short time it will be opened to navigation for its entire length. This work has been in progress about 25 years, and has cost approximately \$1,800,000. The average depth obtained is about six feet and the width 60 feet. The construction of this canal has been an important factor in developing much of that territory below Daytona, and its completion will afford increased opportunities for development on larger and broader lines.

The Commercial Club of Tioga, Texas, has elected Messrs. F. H. Anderson, president; J. M. Parks, Z. L. Wright and Matt Bradley, vice-presidents; J. L. Webb, secretary, and Sam P. Anderson, treasurer.

LUMBER

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

June Building Operations.

Building reports from various cities throughout the South and Southwest indicate that operations for the month of June have been good in these localities. In Memphis, Tenn., 263 permits were issued during the month, representing a valuation of \$605,741. As compared with June, 1906, these figures show an increase of \$9607. Permits were issued in Chattanooga for structures estimated to cost in the aggregate \$225,750, an increase over the corresponding month last year of about \$150,000. The most important structure for which a permit was obtained is the James Hotel, to cost about \$100,000. The total cost of building operations in Birmingham, Ala., for the month amounted to \$236,690, included in which was a permit for the erection of the Louisville & Nashville freight depot, to cost about \$90,000. Figures for Atlanta, Ga., show that permits were issued in that city for the erection of structures to cost in the aggregate \$411,017, while the figures for Augusta show a valuation of \$97,294. Permits to the number of 185 were issued in San Antonio, Texas, representing a valuation of \$228,930, the value of operations for Galveston being estimated at \$49,540 and for Austin \$22,500. In St. Louis, Mo., permits were issued for new buildings, alterations and additions representing a valuation of \$1,983,758, and for Kansas City a valuation of \$771,820. The report for the District of Columbia shows that permits were issued for structures estimated to cost in the aggregate \$1,297,052, the largest structure being that of the Masonic Temple, to cost about \$344,000. For Baltimore, Md., the cost of new structures for which permits were obtained is estimated at \$806,720.

National Forests.

"The Use of the National Forests," a publication just printed by the Department of Agriculture, is a brief, clear manual for public information as to the forest policy of the National Government. It is too true, as the short preface to the public says, that "many people do not know what national forests are. Others may have heard much about them, but have no idea of their true purpose and use." It is the object of this publication to explain just what the national forests mean, what they are for and how to use them.

In the first place, it is explained how the forests are created and how their boundaries are drawn. Next, their direct use and value are shown from the point of view of the homeseeker, the prospector and miner, the user of timber, the user of the range, the user of water, and other users of forest resources. Third, it is shown how the forests are intended for use, for the production of usable products, and for the establishment and maintenance of homes; how on all of them the timber is protected from fire, the water flow is kept steady, the forage on the range is increased and guarded from abuse; and how, in addition, they serve as great public playgrounds and as breeding places and refuges for game. Finally, the management of the national forests is described.

The book is written by Mr. Frederick E. Olmsted, whose intimate knowledge of conditions in the West and the policy under which the national forests are managed especially fits him to deal with the subject.

Mahogany and Cedar.

It is announced that shipments of mahogany and cedar lumber, amounting to

about 5,000,000 feet annually, which have heretofore been going to an Indianapolis furniture factory from Madagascar via Liverpool, will hereafter be shipped through New Orleans from ports on the east coast of Mexico. It is stated that the Neptune Navigation Co., Richard Clarke Wilson, president, has secured this trade, and shipments will begin about August 3. These shipments, it is thought, are the beginning of what will become an extensive trade in the importation of Mexican mahogany to the factories of the middle West. The shipments of cedar will be made from Nautla, on the coast of Vera Cruz.

Contract for Crossties.

The Ralston-Wilson Lumber Co. of Parkersburg, W. Va., is reported to have secured a contract for furnishing approximately 200,000 crossties to be used in construction work on the South & Western Railroad from Kingsport, Tenn., to Dante, Va., a distance of about 57 miles. It is stated that the company is at present operating three mills on the Clinch river, having an output of about 700 ties, but expects to install other mills in order to complete the contract within a year. The ties are being sawn from sound white and chestnut oak, walnut and locust. The Ralston-Wilson Lumber Co. has opened offices in the Phipps Building, Bristol, Va.-Tenn.

Purchase of Timber Lands.

Regarding the timber-land sale of 10,000 acres of virgin pine on the Ashpoo river, reported last week as being negotiated by Messrs. Muckenfuss & Grimboll of Charleston, S. C., the MANUFACTURERS' RECORD is advised that the sale was negotiated by the Carolina Realty & Trust Co. of Bishopville, S. C., but that Messrs. Muckenfuss & Grimboll are interested in the transaction. Instead of having 10,000 acres, the property contains about 8000 acres, located in Colleton county, and was purchased by Messrs. William Godfrey & Co. for \$60,000. It is understood to be the intention of the purchasers to develop it in the near future.

Constructing Large Plant.

Referring to their proposed sawmill plant, at present under construction, Messrs. William Carlisle & Co. of Onalaska, Texas, advises the MANUFACTURERS' RECORD that the daily capacity of the mill will be approximately 500,000 feet of hardwood and yellow pine lumber. About \$150,000 will be expended for the construction of buildings and \$200,000 for equipment, all of which has been purchased. It is expected to have the plant in operation about September 1.

Jacksonville's Shipments.

Statistics in the custom-house at Jacksonville, Fla., show that lumber shipments from that port to foreign ports during June aggregated 3,572,212 feet, while shipments of crossties amounted to 41,165, measuring 1,709,490 feet. In addition to these shipments, a cargo of lumber amounting to 314,700 feet was shipped to Guanica, Porto Rico. The value of all exports, including several general cargoes, amounted to \$96,050.28.

Southern Lumber Wanted.

The Blackwell Seed Grader & Incubator Co. of Blackwell, O. T., wants to buy white pine, cypress, gum, cotton and ash lumber in carload lots.

Pine and Hardwood Mill.

The MANUFACTURERS' RECORD is advised that the Thompson & Ford Lumber Co. of Sour Lake, Texas, will erect a sawmill plant to have a daily capacity of 100,-

000 feet of yellow pine and hardwood lumber. The structure will be frame, 56x176 feet, and, with its equipment, will cost about \$125,000. Managing officers of the company are Messrs. A. C. Ford, vice-president, and A. E. Kerr, treasurer.

Sells Timber Lands.

The Lovejoy-Owings-Taylor Company, 2105 Second avenue, Birmingham, Ala., owners and sellers of timber lands, has recently sold a tract of about 1000 acres of long-leaf yellow-pine timber land in Tuscaloosa county, Alabama, to Messrs. Darnell & Abernethy of Ashville. It is stated that the purchasers will install a sawmill immediately, with drykiln and planers, for the development of the property.

Lumber Notes.

The Mississippi-Alabama Lumber Exchange has been organized with W. H. Seymour of York, Ala., chairman, and W. J. Anderson of Increase, Miss., secretary.

Recent shipments of lumber from Fernandina, Fla., include cargoes on the schooner Massoit, 1,070,000 feet; schooner William K. Park, 849,000 feet, and the schooner E. M. Roberts with 308,000 feet.

There were 3,540,516 telegraph, telephone and electric-light poles purchased in this country in 1906. Of the total, 2,156,778 poles were cedar, 987,635 chestnut, 182,054 pine, 90,546 cypress, 58,230 juniper, 24,400 redwood and 40,813 all other woods.

Capt. S. E. Redfern, purchasing agent at New Orleans, La., for the Panama Canal Commission, has announced that the Panama Railroad circular, calling for bids for 8,000,000 feet of lumber, which were to have been opened July 8, has been temporarily withdrawn.

The Mississippi Pine Association, Ewing A. Walker, secretary, Hattiesburg, Miss., reports that statistics obtained from 57 firms included in the membership of the association show total shipments of lumber for May aggregating 32,308,261 feet. Of this amount, 14,345,514 feet were shipped to interior points, 16,393,661 feet exported, while the remainder was used in the State.

Will Erect Oil Mill.

The proposition to organize a company at Fayette, Ala., for the purpose of erecting and operating a cottonseed-oil mill has taken definite shape by the incorporation of the Fayette Oil & Fertilizer Co. with a capital stock of \$25,000. A site for the proposed plant will be selected at once, it is stated, and construction will begin as early as possible in order to have all equipment in place by the beginning of next season. Among the directors of the company are Messrs. W. H. Terry, H. B. Propst, W. M. Cannon, R. C. Robertson, W. A. Graham, J. S. Hollis, B. F. McClure, J. W. Barnard and J. T. Willingham.

To Represent Exporters.

Mr. Alex H. Lucas, East Bay street, Charleston, S. C., intends to remove his offices to Hamburg, Germany, and there represent exporters of cottonseed and oil. He is now prepared to correspond with exporters relative to representing them.

The 25,000 Club of Tyler, Texas, has been organized with Messrs. S. Bruck, president; R. E. Bryan, vice-president; Charles Herndon, secretary and treasurer, and L. L. Jester, Gus F. Taylor, John W. Wright, J. T. Harris, Mayor John H. Bonner, Judge J. A. Bullock, Hon. Hampton Gary, L. M. Green, F. H. Rafferty, J. H. Herndon, J. Lipstate, Taylor Sheets, Sig Bruck and Charles Herndon, directors.

TEXTILES

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the MANUFACTURERS' RECORD. We shall be glad to have such matters at all times, and also to have any general discussion relating to cotton matters.

West Point Manufacturing Co.

Plans and specifications have been prepared for the buildings for the big mill, recently reported at length, to be built at Langdale, Ala., by the West Point Manufacturing Co. of West Point, Ga. They call for the erection of the main structure, 802x130 feet, 627 feet 4 inches to be three stories high and 174 feet 8 inches to be one story high; boiler-house to be separate. The storehouse is to hold 30,000 bales of cotton. Picking, carding, spinning and weaving machinery will be installed in the three-story portion, and the cloth and shipping departments in the one-story portion. Electricity is to be the motive power, and it will be transmitted by individual motors throughout the plant. The J. F. Gallivan Building Co., Greenville, S. C., contractor for the buildings, is about to begin construction. Messrs. Lockwood, Greene & Co. of Boston, Mass., are the architects. As stated recently, this mill is to have 35,000 spindles, accompanying looms and other machinery, the production to be heavy cotton duck.

The Sparta Cotton Mills.

The Sparta Cotton Mills of Sparta, Ga., has awarded contract to the Lowell Machine Shop of Lowell, Mass., for equipment of textile machinery to comprise 5000 spindles and accompanying apparatus for the production of No. 20 yarns. Buildings, lands, etc., have been purchased for site of the plant, and manufacturing is expected to begin by January 1. This company was reported by the MANUFACTURERS' RECORD last week as organized with a capital stock of \$100,000. Mr. W. T. Bryan, treasurer of the Southern Manufacturing Co. of Athens, Ga., is president of the Sparta Cotton Mills. Messrs. John D. Walker and E. A. Rozier, both officers of Sparta banks, are vice-president and treasurer, respectively, of the Sparta Cotton Mills.

Catawba Cotton Mills.

The MANUFACTURERS' RECORD of May 2 referred to the Catawba Cotton Mills of Newton, N. C., as to add new machinery. Last week the company awarded contract to the Whitin Machine Works of Whitinsville, Mass., and the Saco & Pettie Machine Works of Newton Upper Falls, Mass., for 3360 spindles and accompanying equipment, to be operated with the present equipment of 2800 spindles on the production of 30s two-ply cotton yarns. Electricity for motive power will be obtained from the Southern Power Co. of Charlotte, N. C. Messrs. Yount & Schrum are the proprietors of the Catawba Cotton Mills.

To Meet at Washington.

The eighty-third meeting of the National Association of Cotton Manufacturers will be held at Washington, D. C., October 3 and 4. A large number of English and Continental cotton manufacturers are expected to be in attendance at the sessions, and, with officers of the Federal Government, will contribute to make the meeting a highly interesting one. After the meeting arrangements will be made for those who desire to continue their journey to the Conference of Cotton Growers and Manu-

facturers, to be held at Atlanta, or to sail down the Potomac river to the exhibition at Jamestown.

The Pickens Mill.

The Pickens Mill at Pickens, S. C., is completed, and expects to begin operations at once. There are 15,000 spindles, 432 looms and accompanying machines in position to make standard four-yard sheeting. The mill was built under plans by Messrs. Lockwood, Greene & Co. of Boston, and is capitalized at \$250,000. It will employ about 250 operatives. The product will be sold by Messrs. Woodward, Baldwin & Co. of New York and Baltimore. Mr. W. M. Hagood of Easley, S. C., is president and treasurer of the Pickens Mill. (Other details were stated previously.)

A 6500-Spindle Plant.

The Lockmore Cotton Mills of Yorkville, S. C., will be organized with a capital stock of \$100,000 for the purpose of building a plant to manufacture 36s to 40s yarns. It is proposed to install an equipment of 6500 spindles and accompanying machinery. It is understood that Thos. P. Moore will be president and manager of the company. Articles of incorporation have been filed, the incorporators named being Messrs. W. B. Moore, T. P. Moore and O. E. Wilkins.

Galveston Waste Mills.

The Galveston Waste Mills of Galveston, Texas, has been incorporated with a capital stock of \$5000. Messrs. J. H. Langbehn, Ben Dolson, J. E. Kauffman, W. S. Ritchie, Fred Hartel, J. D. McIlhenny and W. F. Baldrige are the incorporators. This company will establish a plant for manufacturing cotton waste and other products, probably cotton blankets also. It will at once order the necessary machinery. Mr. W. F. Baldrige can be addressed.

Mill Company at Calhoun, Ga.

The company lately noted as proposed for Calhoun, Ga., has organized with T. W. Harbin, president, and the following directors: Messrs. T. W. Harbin, A. H. Chastain, W. L. Hines, L. R. Pitts, H. A. Dover, O. N. Starr, F. L. Hicks and G. W. Mills. Application will be filed at once for a charter of incorporation, and preparations for building will then be made. The capital stock is \$100,000, with privilege of increasing to \$150,000.

A 10,000-Spindle Mill.

Last week the MANUFACTURERS' RECORD referred to a proposition for organizing a cotton-mill company at Gaffney, S. C. It can now be stated that about \$100,000 has been subscribed, and the capital stock will be \$200,000. The projectors expect to organize soon and will arrange for building a mill of 10,000 spindles. Mr. W. C. Hamrick can be addressed.

To Build at St. Pauls.

The parties referred to last week as proposing to build a cotton mill at St. Pauls, N. C., have incorporated the St. Pauls Cotton Mill Co., with capital stock of \$100,000. Messrs. A. R. McEachern, Lock Shaw, J. M. Butler, J. D. McCrany, J. F. Gilmore and W. D. McNeill are the incorporators. A 5000-spindle mill is proposed.

Wants Colored Tape.

Mr. Percy P. Vyle, 1533 Wingohocking street, Philadelphia, Pa., wants to buy 1000 to 1500 yards of colored tape, not too fine in quality. He prefers quotations from Southern mills.

Proposed Cotton-Waste Mill.

Plans are being formulated for the organization of a company to build the cot-

ton-waste mill referred to recently. A committee has been appointed consisting of Messrs. John A. Law and W. S. Montgomery of Spartanburg, S. C., and J. D. Hammett of Honea Path, S. C. Definite action will doubtless be taken soon.

For a Hosiery Mill.

Mr. J. M. Barker and associates of Bristol, Tenn., will establish a mill for knitting hosiery, and the equipment of machinery is now wanted. A competent man will be needed for mill superintendent, and applications are invited.

Textile Notes.

Reports state that the Tavora Mills of Yorkville, S. C., contemplates doubling its present equipment of 5000 spindles.

The Pioneer Cotton Mill Co. of Guthrie, O. T., will build a 75x150-foot addition and install 10,000 spindles. Present equipment is 20,000 spindles.

Messrs. J. H. Pitts, J. U. Long, C. B. Ruffy, H. J. Lowrance and others of Catawba, N. C., are organizing a company to build a cotton mill; \$40,000 has been subscribed.

The Brazos Valley Cotton Mills of West, Texas, will add 2080 spindles, and contract has been awarded for this new machinery. At present the company has 4160 spindles and 210 looms.

Mr. S. Sanford Patterson of Spray, N. C., has optioned the Damask Manufacturing Co. property at Roaring River, N. C.; is understood to be planning the organization of a stock company to utilize the plant for cotton manufacturing.

The board of governors and officers of the American Cotton Manufacturers' Association will meet at Old Point Comfort, Va., July 20, 1907, to discuss several matters of importance, among them the selection of the place for the next annual convention.

Decrease in Sales.

Fertilizers sold in Georgia up to July 1, according to figures prepared by Commissioner Thomas G. Hudson of the State Department of Agriculture, show a shortage of 16,474.5 tons as compared with sales of last year. Up to May 1 the total shipment of cottonseed meal was 17,193 tons less than last year. When the figures for the entire season, ending September 30, are available, it is thought they will show a shortage of about 20,000 tons in the sale of fertilizers.

Purity Fertilizer Co.

The Purity Fertilizer Co. of Greenville, Ala., advises the MANUFACTURERS' RECORD that it has incorporated with an authorized capital stock of \$25,000, of which \$12,500 has been paid in and the remainder to be paid when its plant is put in operation in the fall. Officers and directors of the company include Messrs. R. A. Beeland, president; W. J. Beeland, secretary and treasurer; W. F. McKenzie, J. H. Dunklin, T. Long, J. G. Reynolds and C. E. Hamilton.

Another Portland Cement Plant.

The MANUFACTURERS' RECORD is advised that a Portland cement plant with a capacity of 2000 barrels every 24 hours will be built at Little Rock, Ark., at a cost of about \$500,000 for buildings and equipment. No further particulars can be stated at this time. The enterprise is projected by Sherman L. Kelley of South Bend, Ind.

The Knoxville (Tenn.) Iron Co. is reported to have contracted with the Pierce Coal Co. of Huntsville, Ala., for the purchase of about 1500 cars of Cross Mountain coal.

MINING

Roden Coal Co.

General Manager B. F. Roden, Jr., of the Roden Coal Co. of Birmingham, Ala., which has recently incorporated with a capital stock of \$150,000 to develop coal properties in Alabama, informs the MANUFACTURERS' RECORD that his company's properties consist of about 4200 acres in Bibb county containing two four-foot seams. Two mines have already been opened, and it is proposed to open two more within the next six months, which are expected to produce 4000 tons of coal per day, both steam and domestic. The total cost of the completed plant will be about \$400,000, of which \$225,000 have been expended. Mr. B. F. Roden, Jr., is the mining engineer in charge of construction.

Will Develop Clay Deposits.

The Virginia Clay & Material Co. of Farmville, Va., is reported to have acquired more than 2000 acres of clay-producing lands along the line of the Tidewater & Western Railroad, and is making arrangements for the erection of a brick plant to cost about \$150,000. Contracts for machinery are said to have been awarded, and engineers are at present planning the necessary structures. It is stated that the company will employ the Flower process of manufacture, and will gradually increase the capacity of its plant to 500,000 bricks per day. The company maintains an office in Richmond, Va., with Mr. A. F. Matlock, manager.

Iron Furnaces and Mines.

An important development of iron-ore lands in West Virginia is contemplated by L. Lindauer of 443 Broadway, New York city, and 100 Hopkins place, Baltimore, Md., who owns about 50,000 acres in Hardy county. No definite arrangements have been made as yet as to the development of the property, but it is probable that a company will be organized for this purpose. Engineers have investigated the ore deposits, and report from 48½ to 56 per cent. metallic iron obtainable. In the general plan of development it is also contemplated to construct furnaces for making pig-iron.

Loading in Kanawha Field.

Coal and coke loading in the Kanawha river field during June amounted to 426,065 tons of coal and 11,460 tons of coke. These figures show a decrease of about 60,000 tons of coal as compared with the loading for May. Car service on the Chesapeake & Ohio Railroad is said to have been good during the month, and the mines were kept busy. Coke shipments were made from the following points: Windsor, 2250 tons; Crescent, 1050 tons; Great Kanawha, 1710 tons; Powelton, 4800 tons, and St. Clair, 1650 tons.

Coal Company for Fort Worth.

The Southwestern Fuel & Manufacturing Co., H. L. Smith, president, which owns extensive coal and lignite properties in Robertson county, Texas, will establish its main offices and chief distributing point at Fort Worth. Temporary offices have already been opened in the Land Title block, and it is expected that shipments of coal will begin about July 15. It is estimated that the company's properties will produce 20,000,000 tons of fuel.

Kentucky Coal.

In his report for 1906 State Geologist C. J. Norwood shows that 9,598,527 tons of coal were mined in that year in Kentucky, an increase of 4,577,854 tons, or 90.18 per cent., over the production of 1900, and more than three times the output in 1896.

MECHANICAL

Foster Metal Ceilings.

An accompanying illustration shows a design taken from the metal ceiling catalogue of the Wm. Foster & Sons Company, Springfield, Ill.

This company lists over 200 artistic designs. It says that one of the strongest features of the ceiling is the perfect joint used in the construction.

After five years of experimenting with

ejector is indispensable and unrivaled in its simplicity of operation. It is also an unexcelled agency for raising liquids from wells, tanks, mines, vessel holds, docks, etc.

"Distilleries, creameries, tanneries, dye works, paper mills and plants of like character employ them almost entirely for raising and syphon purposes."

The foregoing is the statement of the Penberthy Injector Co. of Detroit, Mich., maker of the "XL-96" ejector mentioned above, and of which an illustration is presented herewith.



A FOSTER METAL-CEILING DESIGN.

cast beads in the iron dies, the company has invented a machine which cuts the bead in iron dies after they are cast at the foundry, which insures perfect and square plates, bound to result in perfect joints and a great saving in the cost of erection.

All material is furnished in four-foot lengths, which makes it very easily handled and quickly applied. The company also manufactures skylights, cornice, ventilators, brick and rock-face siding, radiator shields and ornamental hip shingles.

Ejectors as Liquid Elevators and Conveyors.

A recent statement by a well-known manufacturer of ejectors is of interest. It is as follows:

"There is a little machine known as an



PENBERTHY "XL-96" EJECTOR.

ejector, whose large field of usefulness is not yet appreciated by a great many users of steam. It is marvelously simple in construction, requires but a small amount of steam—far less than a steam pump—and on account of its compactness and portability, allowing it to be placed with little expense near the work to be done, is becoming a common substitute for steam pumps, syphons, etc.



"LINOVELT."

"It would be difficult to enumerate all the uses to which an ejector is adapted, but when we say that anything and everything in the nature of a liquid (if not too thick) can be transported from one level to another, or horizontally any reasonable distance, the ground is just about covered.

"Take, for instance, such plants as breweries, chemical houses and other concerns using heated liquids, the 'XL-96'

"It is just so in the case of 'Linofelt' as compared with building paper or any sheathing material. Confined air—held in the tiniest separate cells so as to allow no movement—is the best non-conductor of heat, cold and sound.

"'Linofelt' is odorless and absolutely vermin proof. Bugs, rats, mice or vermin of any kind will not touch flax fiber after it is treated by our degumming process.

This renders it antiseptic and odorless under any conditions."

The manufacturer is the Union Fiber Co. of Winona, Minn.

The N. & G. Taylor Company.

One of the most generally used materials for roofing purposes in modern times has been, and still continues to be, tin or terne plates. Men of the longest experience in selecting materials for roofing purposes and in manufacturing roofing tin have persistently claimed that the latter has advantages which have not been surpassed, especially as to durability, by any other roofing material. When one who is at all conversant with the progress of the roof-

Messrs. George E. and Wm. Y. Taylor (brothers) added the word "company" to the firm name of N. & G. Taylor, and thus the present name of the enterprise dates from that time. Then the company's catalogues began to mention the fact that the completion of the Atlantic cable offered ready facilities for ordering supplies of tinplate from England. At many expositions in early days the Taylor products were shown, and premiums were awarded to them as long ago as 1843, also at the Paris Exposition of 1867, the Franklin Institute Exposition of 1874, the Centennial Exposition of 1876 and various others of note. The Taylor establishment has continued to maintain its individuality and



N. & G. TAYLOR STORE IN 1810.

ing-tin industry in this country considers that subject it is most natural to think of the name "Taylor" in this connection. That name has been known for nearly 100 years to be a mark of distinction as to the roofing-tin plate on which it appears. Concerning the industrial enterprise which has made Taylor roofing tin so well and widely known some interesting references can be made. The N. & G. Taylor Company is, of course, the enterprise referred to, and in this connection is of considerable interest the accompanying view of the tinning store conducted on 2d street in Philadelphia in 1810 by Wm. Taylor (grandfather of the present members of the firm), who, with his brothers, George

independence under the personal management of the family, of which four generations have given their personal service. These men have always aimed to retain the old-time reputation for fair dealing and full value in the tinplate sold, and that they have been successful in doing so is known to many roofers, contractors, architects and building owners, as well as to others interested in good tinplate for roofing. The company's "Target and Arrow Old Style" roofing tin (formerly known as the "Taylor Old Style" brand) has established a reputation for satisfactory service that has existed for more than 60 years.

An interesting comparison is seen in the two accompanying illustrations, one repre-



N. & G. TAYLOR PLANT IN 1907.

Taylor and Tracy Taylor, then began the marketing of tinplate, tinware and kindred products. The firm states that it sold in 1830 the first terne plates ever made for roofing purposes. It was in 1845 that Nathan Taylor (the father of the present members of the firm) and his cousin, Geo. E. Taylor (a son of George Taylor) were admitted to the firm. About this time the Taylors issued catalogues, some of which the present company has in its possession. These publications are of value as indicating the practice and customs of former days, and they advocate the use of tin as a fireproof roofing material as emphatically as does the N. & G. Taylor Company today. In 1861 Nathan Taylor died, and

senting the Taylor store in 1810 and the other the extensive modern manufacturing plant of the company at Philadelphia, Pa., and it may be mentioned that the Taylors have another manufacturing plant at Cumberland, Md. The foregoing is but an outline history of a well-known American enterprise.

Location for Furniture Factory.

Any manufacturer who may contemplate locating a furniture factory in the Southwest is invited to address S. R. Cowick, the Mayor of Wagoner, I. T. Mr. Cowick is prepared to present data regarding the advantages of his city for such an enterprise.

Construction Department

TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY.

The MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ADDRESS FULLY.

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

WRITE DIRECTLY.

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and surer attention than a mere circular.

ALABAMA.

Bessemer, Ala.—Bridge Construction.—Atlanta, Birmingham & Atlantic Railroad Co. has made an agreement with the City Council to construct 30-foot arches on Clarendon, Berkeley and Arlington avenues and from 40 to 50-foot spans across Carolina and Alabama avenues; Alex. Bonnyman, Atlanta, Ga., chief engineer of railroad company.

Bessemer, Ala.—Sewerage System.—City will probably vote on the issuance of \$25,000 of bonds for storm sewerage system. Address The Mayor.

Bessemer, Ala.—Coal and Iron Mines, Iron Furnaces and Steel Plant.—New York, Tennessee and London (England) capitalists are planning extensive iron-mining and manufacturing developments at and near Bessemer. Announcements to this effect were made during the past week by Henry F. Debardeleben of Birmingham, who represents the principals. Mr. Debardeleben is credited with stating that various properties have been purchased, including 12,000 acres of coal lands in the Cahaba fields, 12,000 acres in the Acton Basin and 6000 acres near Helena, and 20,000 acres in the Warrior coal fields are being secured. These properties are to be fully developed, and iron furnaces and steel mills will be constructed in the future for manufacturing the raw materials into finished product. F. Y. Anderson of Birmingham is said to be representing the English capitalists interested. Mr. Debardeleben has been mentioned several times in recent months in connection with a proposition of this character.

Birmingham, Ala.—Railway Shops, Terminal Buildings, etc.—It is announced that the Atlanta, Birmingham & Atlantic Railroad Co. has completed purchases securing its right of way into Birmingham, as has been planned, and in due course arrangements will be made for erecting shops, depots, terminal buildings and other structures. Near Birmingham railway yards will be located a mile long and 400 feet wide, with extensive trackage facilities. A branch rail-

way will be constructed north of Bessemer and in connection with this proposition 200 acres of land have been secured near Bessemer for the establishment of freight yards, railway repair shops for the Birmingham district and other facilities. These plans will greatly facilitate the further development of the coal and iron mines and the operation of the furnaces of the Birmingham Iron Co., which is controlled by interests affiliated with the railway company, of which H. M. Atkinson, offices in Empire Building, Atlanta, Ga., is president, and Alex. Bonnyman, same address, is chief engineer. (See item regarding Birmingham Iron Co.)

Birmingham, Ala.—Iron Furnace, Coal and Iron Mines.—The Birmingham Iron Co. has been proceeding steadily recently with the construction work and installation of machinery involved in its development of coal properties on Mulguy creek, near Birmingham. Two shafts (300 and 700 feet deep) are being sunk, to have a daily capacity of 5000 tons of coal, and 500 miners' houses are being erected. Development work is also in progress at the South Creek mines, which will have a daily capacity of about 1500 tons of coal, and in addition there will be operated ovens with a daily capacity of 200 tons of coke. About \$250,000 is being expended for electrical and other machinery required for the South Creek properties. Some months ago the Manufacturers' Record referred to the company's mining developments and mentioned \$1,000,000 as the estimated cost of the improvements planned. The company recently purchased the Songo ore mines on Red Mountain and is now making improvements there, including the installation of modern machinery and the erection of various buildings. The company's new iron furnace at Boyles Station is nearing completion and is being equipped with the most modern machinery, including a skip hoist. H. M. Atkinson, Empire Building, Atlanta, Ga., is president of the company and James Bonnyman, Atlanta, Ga., same address, is manager. The Birmingham Iron Co. is well known as affiliated with the interests managing the Atlanta, Birmingham & Atlantic Railroad. (See item regarding Atlanta, Birmingham & Atlantic Railroad.)

Birmingham, Ala.—Coal Mines.—Roden Coal Co., reported incorporated recently, will develop coal deposits on 4200 acres of land in Bibb county. Mines are opened on slope, there being two openings at present, and two more are to be made within six months; proposed daily output, 4000 tons of steam and domestic coal; cost of plant for the present, \$225,000; total cost of plant as planned will be \$400,000. B. F. Roden, Jr., is mining engineer in charge.

Birmingham, Ala.—Lumber.—Tinney Lumber Co. incorporated with \$6000 capital stock by William J. Tinney, Oscar W. Tinney, Osie O. Tinney and Claude L. Tinney.

Birmingham, Ala.—Coal Mines.—Lamar Coal Co. incorporated with \$40,000 capital stock to mine coal, etc.; Spier Whitaker, president, and W. T. Dillon, secretary-treasurer.

Cuba, Ala.—Ginnery.—Epess Cotton Oil Co. of Epess, Ala., has purchased new gin outfit, consisting of three 80-saw huller gins, distributor system, for installation at Cuba.

Ensley, Ala.—Steel Plant Extensions.—Tennessee Coal, Iron & Railroad Co. will add two open-hearth furnaces to its steel-works equipment upon the completion of the four now under construction. These furnaces will be built under the company's own engineering supervision. No other details can be stated at this time; offices at Birmingham and 115 Broadway, New York.

Ensley, Ala.—Heading Factory.—Samuel Rodgers, Fort Payne, Ala., is considering establishment of heading factory in Ensley.

Epess, Ala.—Cotton-oil Mill and Fertilizer Plant.—Epess Cotton Oil Co. will install eight new linters, increasing linting capacity by two linters; steam cake-former will be added; repairs and improvements to building and machinery are in contemplation; materials and machinery have been purchased; company intends to manufacture fertilizers during the coming season, and will operate its own water-pumping plant.

Evergreen, Ala.—Cotton Gin.—J. R. Smith is erecting ginnery about four miles east of Evergreen. Machinery has been purchased from Continental Gin Co., Birmingham, Ala.

Fayette, Ala.—Oil Mill and Fertilizer Plant. Fayette Oil & Fertilizer Co. has been permanently organized with \$25,000 capital stock by W. H. Terry, H. B. Propst, W. M. Cannon and others. Site for the plant has been

selected and construction work will soon begin. (Referred to June 20.)

Fayette, Ala.—Lumber Plant.—Fayette Lumber Co. has been organized to manufacture lumber by H. B. and D. F. Propst and J. E. Chandler.

Greenville, Ala.—Fertilizer Works.—Purity Fertilizer Co., recently reported incorporated, has paid-in capital of \$25,000; president, R. A. Beeland; secretary and treasurer, W. J. Beeland.

Langdale, Ala.—Cotton Mill.—West Point Manufacturing Co., West Point, Ga., has plans and specifications for erection of buildings for mill lately reported; main mill to be 802x130 feet, 627 feet 4 inches to be three stories high and 174 feet 8 inches to be one story high; boiler-houses to be separate; warehouse will have capacity for 30,000 bales of cotton. Picking, carding, spinning and weaving machinery will be installed in three-story portion, and cloth and shipping rooms in one-story portion. Electricity will be used for power, distributed by individual motors. J. F. Gallivan Building Co., Greenville, S. C., contractor for the buildings, will begin construction at once. Lockwood, Greene & Co. of Boston, Mass., are the architects. As lately stated, this mill plant is to have 35,000 spindles, complement of looms, etc.

Leeds, Ala.—Water-works.—Birmingham Water Co. is proceeding with construction of proposed dam and lake at De Shazo Gap in Pine Ridge for supplying Birmingham with 75,000,000 gallons of water per day. Company will build cement dam 400 feet long, 60 feet high and 45 feet wide at bottom, costing \$250,000, across the Little Cahaba river, the purpose of the dam being to form a reserve lake, probably three or four miles in length. Company has awarded contract for 8,000,000-gallon pump and engine for the Cahaba station, where pumps are already installed, furnishing 30,000,000 gallons daily. A 30-inch main will be constructed to the city. H. F. Juengst, chief engineer, is in charge of entire work. (Referred to April 4.)

Livingston, Ala.—Cotton Gin.—Mississippi Cotton Oil Co. is constructing steam ginnery. J. A. Hale, contractor, Meridian, Miss., is in charge of work and expects to have plant completed by August 15.

Mobile, Ala.—Furniture Factory.—Sims-Williams Furniture Co. incorporated with \$10,000 capital stock; Comer Williams, president; C. C. Williams, vice-president, and O. C. Sims, secretary-treasurer.

Palmetto Beach, Ala.—Resort.—It is reported that a Sioux City (Iowa) syndicate, promoted by A. M. Jackson, Sioux City, Iowa, contemplates expending about \$250,000 in the development of Palmetto Beach as winter resort, and has awarded contracts for erection of 20 cottages for hotel purposes.

Russellville, Ala.—Ice Plant.—W. S. Douglass will install and operate ice factory. Machinery has been received and P. C. Morgan, Elyria, Ohio, is in charge of installation.

Sayre, Ala.—Coke Ovens.—Sayre Mining & Manufacturing Co. (main office, Birmingham, Ala.) has contracted with the Oak Hill Marble and Stone Works, Birmingham, Ala., for additional coke plant, to cost \$30,000, at mines near Sayre.

Shelby, Ala.—Iron Furnaces and Mines.—The Shelby Iron Co. will build a new modern furnace for making coke iron, the daily output to be 150 tons. Contracts have been awarded for four stoves, upon which work will begin in a few weeks; provision has also been made for installation of boilers, engines and other machinery, but the erection of the stack will not be undertaken at present. Company's present coke-iron stack will continue at full capacity until a convenient time, when it will be replaced by a modern stack, with skip hoist and other improvements. The new furnace will probably be 17x70 feet. The red-ore property near Birmingham which the company purchased some months ago is now being rapidly developed to assist in supplying the material needed for the Shelby furnaces; main offices of company, T. G. Bush, president, are at Birmingham, Ala.

ARKANSAS.

Arkansas City, Ark.—Cooperage.—Delta Cooperage Co. incorporated with \$25,000 capital stock by C. E. Murray, J. H. Paul and A. Kimball.

Bald Knob, Ark.—Timber Development.—Milne Lumber Co., now operating two saw-mills, one of which is located at Bald Knob, has purchased tract of timber land in Woodruff county, estimated to cut about 10,000,000 feet of lumber.

Cotton Plant, Ark.—Cotton-oil Mill.—Cotton Plant Oil Mill Co. will install new cake-former.*

Felsenthal, Ark.—Planing Mill.—Ozan Lumber Co., main offices at St. Louis, Mo., is reported to install planing mill.

Fort Smith, Ark.—Furniture Factory.—Dow-Eads Chair Co. has been organized with \$100,000 capital stock to manufacture chairs and all kinds of woodwork by R. M. Dow of Chicago, Ill., and others. Company will erect six brick buildings during the summer.

Fort Smith, Ark.—Handle Factory.—Fort Smith Handle Co. incorporated with \$10,000 capital stock by R. Bittles, James H. Hollingshead, M. J. Dodd and others.

Helena, Ark.—Box Factory.—Paepcke-Leicht Lumber Co., Memphis, Tenn., is reported as having purchased the plant of the Helena Box Co. It is understood that the factory will be improved and operated.

Hope, Ark.—Fertilizer Plant.—Hope Cotton Oil Co. is contemplating adding a fertilizer plant.

Hot Springs, Ark.—Electric-light Plant.—Atwood Benton, representing the Consumers' Electric Co., has applied for franchise to light streets, business buildings and residences.

Little Rock, Ark.—Cotton-oil Mill.—Rose City Cotton Oil Co. will install six additional linters. The machinery has been purchased from Carver Cotton Gin Co., East Bridgewater, Mass.

Little Rock, Ark.—Storage and Refrigerator Plant.—Pulaski Supply Co. incorporated by J. J. Mahoney, T. J. Mahoney, William Heibach and Franz Mann. Company will erect storage and refrigerator plant for beer.

Little Rock, Ark.—Portland-cement Plant.—Company recently noted as represented by Sherman L. Kelly of South Bend, Ind., will erect and equip buildings at approximate cost of \$500,000 for the production of Portland cement; capacity to be 2000 barrels per day of 24 hours.

Newport, Ark.—Handle Factory.—Veederburg Handle Co., Veederburg, Ind., is reported to build handle factory.

Nettleton, Ark.—Manufacturing.—F. Klech Manufacturing Co. incorporated with \$100,000 capital stock by Ferdinand Klech, Henry Klech, C. W. Klech and others.

Ola, Ark.—Stave Factory.—At a meeting of business men with Mayor H. E. Cheyne chairman and W. T. Blount secretary, the proposition of an Indiana stave company to establish stave factory was accepted. Company proposes to furnish plant and city with electric lights.

Ozark, Ark.—Stave Factory.—C. H. and D. W. Kieger, Indianapolis, Ind., will establish stave factory.

Paragould, Ark.—Hay Press Manufacturing. Arkansas Hay Press Co. incorporated with \$10,000 capital stock to manufacture a hay press patented by T. C. Smith; A. A. Knox, president; A. H. Glasscock, vice-president; M. F. Collier, secretary, and I. C. Leggett, treasurer.

Paris, Ark.—Water-works System.—City will soon ask for bids for installation of water-works system; improvement district is to be formed and bonds issued. J. A. Maddox, secretary of Commercial Club, may be addressed.*

Pine Bluff, Ark.—Water and Light Plant.—Equitable Sureties Co., H. R. Dennis, vice-president, has purchased site on which the Pine Bluff Light & Water Co. will erect proposed light and water plant. C. L. Crump, engineer, representing Ford, Bacon & Davis, New York, N. Y., is now making surveys, and will soon prepare plans and specifications for plant. F. G. Bridges is president of the Pine Bluff Light & Water Co., previously reported to erect new plant at pumping station, construct water mains to surround water district of town, and to have awarded contract to the Hot Springs Concrete Co., Hot Springs, Ark., for erection of 1,500,000-gallon concrete storage reservoir.

Pine Bluff, Ark.—Drainage.—Board of directors of the Cousette Bayou Drainage District has awarded contract to G. A. McWilliams of Illinois at 10 cents per cubic yard for drainage of Cousette bayou. Bid to be

reclaimed is about 17 miles long, 20 to 40 feet wide, and contains about 30,000 acres of farming lands. It is estimated that work will cost about \$60,000; A. M. Barrow, chairman board of directors; Willis E. Ayres, civil and consulting engineer, Randolph Building, Memphis, Tenn. (Referred to June 20.)

Searcy, Ark. — Laundry. — Searcy Steam Laundry incorporated with \$5000 capital stock by William Ferrell, W. H. Walkup, R. R. Wilson and others.

Union, Ark. — Furniture Factory. — Union Furniture Co. incorporated with \$25,000 capital stock by Geo. W. Ritchie, R. A. Whitelaw and W. S. Beard.

Van Buren, Ark. — Wire Fencing. — Crawford County Commissioners have awarded contract at \$204.70 per mile to John Blevins for building about 25 miles of wire fence in Crawford county.

DISTRICT OF COLUMBIA.

Washington, D. C. — Concrete Conduit Construction. — Proposals for the construction of concrete conduit 1000 feet long and covered with reinforced concrete slabs will be received until July 18 by Major J. T. Crabbs, constructing quartermaster, Walter Reed Army General Hospital, Takoma Substation.

Washington, D. C. — Publishing Plant. — Postmasters' Advocate Publishing Co., 501 7th street N. W., has been incorporated with capital stock of \$30,000 by J. William McKinley, R. L. Bronaugh and G. V. Pattison. This company published the Postmasters' Advocate.

Washington, D. C. — Tobacco-stemming Machine Plant. — Southern Stemming Machine & Manufacturing Co. has been incorporated with capital stock of \$300,000 to manufacture machines for stemming tobacco by G. Meredith Winship, 3130 14th street N. W.; John O. Morris, 742 9th street N. W., and G. Krogman, all of Washington, D. C., and G. V. Pattison, H. W. Pentecost and L. E. Pentecost, all of Guthrie, O. T.

Washington, D. C. — Power-house. — U. S. Government has awarded contract to Johnson Bros., 1312 F street N. W., for the construction of one-story fireproof power-house 26x26 feet, and two-story addition 22x31 feet, on Water street between 12th and 13th streets.

FLORIDA.

Bradentown, Fla. — Water-works and Sewerage System. — Board of Bond Trustees, composed of John Fogarty, R. H. Roesch and A. J. Beck, secretary, will receive bids until July 25 for furnishing material and constructing water-works and sanitary sewerage system; William W. Lyon, consulting engineer, Palatka, Fla. (City was recently mentioned as having voted affirmatively the issuance of \$20,000 of bonds for street paving, \$15,000 for sewer system and \$10,000 for water-works.)

Caryville, Fla. — Crosstie Plant. — T. J. Miller, Jr., will establish a plant for producing sawn and hewn cypress and pine ties of standard size, 7x9 inches by 9 feet. Construction has begun. Machinery will be purchased.

Fernandina, Fla. — Dredging. — American Dredging Co., Brunswick, Ga., is lowest bidder at 17¢ cents per square yard for dredging 500,000 square yards of material from the Fernandina inner harbor. Col. Dan C. Kingman, engineer in charge, has recommended that the bid be accepted.

Fernandina, Fla. — Street Paving. — City will secure estimates from engineers for paving Centre street with vitrified brick. Address The Mayor.

Jacksonville, Fla. — Bridge. — Atlantic & East Coast Terminal Co. has awarded contract for plate-girder bridge, approximately 107-foot span, to Virginia Bridge Co., Atlanta, Ga.; J. W. Richardson, engineer in charge.

Kissimmee, Fla. — Sawmill. — Company has been organized with \$100,000 capital stock by W. M. Williams & Co. and others to establish sawmill and develop 20,000 acres of timber land.

Noma, Fla. — Guano Plant. — Reported that Noma Mercantile Co. will establish guano plant and build warehouse.

Plant City, Fla. — Cigar Factory. — H. G. Brunet, Tampa, Fla., is considering establishment of cigar factory in Plant City.

St. Petersburg, Fla. — Fruit and Vegetable Cultivation. — Florida West Coast Company, reported incorporated January 17 with \$100,000 capital stock, controls 5000 acres of fruit and vegetable lands and about 1500 building lots. Company will establish irrigating plants, build greenhouses and construct 300-foot driveway across the peninsula; F. A. Davis, Philadelphia, Pa., president; Dr. A. B. Davis, vice-president, and M. B. Faulkner, secretary-treasurer.

Tampa, Fla. — Fertilizer Works. — Chamber of Commerce is corresponding with a company relative to establishment of fertilizer factory; A. Gray, secretary.

Tampa, Fla. — Cigar-box Factory. — B. E. DeSola, New York, N. Y., and associates are reported as contemplating establishment of cigar-box factory.

GEORGIA.

Atlanta, Ga. — Foundry. — General Pipe & Foundry Co., reported incorporated June 13 with \$50,000 capital stock by J. W. Conway and others, will take over the American Pipe Bending & Machine Co., manufacturing pipe bends, steam drums, etc., and will equip the plant with additional machinery, already purchased, for making cast-iron pipe and fittings from 4 to 16 inches, inclusive.

Barfield, Ga. — Shingle Mill. — Pennington & Evans are rebuilding shingle mill recently reported burned; machinery has been ordered; cost of building, \$1000; will be operated in connection with sawmill.

Bowdon, Ga. — Cotton-oil Mill. — Bowdon Oil Mill, recently mentioned as organized, is pushing buildings to completion; machinery has been purchased; eight 70-saw gin outfit has been installed.

Bowdon, Ga. — Woodworking Plant. — Lovorn & Wilson are establishing plant for manufacturing sash, doors, moldings, etc. The machinery is now being installed.

Calhoun, Ga. — Cotton Mill. — The proposed cotton-mill company lately noted has organized with T. W. Harbin, president, and directors as follows: T. W. Harbin, A. H. Chastain, W. L. Hines, L. R. Pitts, H. A. Dover, O. N. Starr, F. L. Hicks and G. W. Mills. Capital stock is \$100,000, with privilege of increasing to \$150,000.

Columbus, Ga. — Fertilizer Works. — Georgia Fertilizer Co., John T. Fletcher, president, which is erecting new plant at a cost of \$100,000, to be equipped with acid tanks, mixing apparatus, etc., has awarded contract to C. F. Binder & Bro., Atlanta, Ga., for erection of building 300x60 feet. (Previously mentioned.)

Commerce, Ga. — Cotton-oil Mill. — Farmers' Oil Mill is rebuilding two-press mill on site of plant recently burned; machinery has been purchased.

Cordele, Ga. — Phosphate Works. — Reid Phosphate Works is reported to build plant.

Cordele, Ga. — Phosphate Works. — Tennessee Chemical Co., Nashville, Tenn., is considering erection of plant.

Covington, Ga. — Water-power Electrical Plants. — Bibb Power Co. of Macon, Ga., is reported to have purchased for development the White Shoals water-power property near Covington. Engineers are said to be surveying the property with a view of the development being undertaken in the near future. In connection with this proposition the company is understood to be surveying preparatory to development of various water-power sites on the Ocmulgee, South, Yellow and Alcovy rivers.

Dublin, Ga. — Automobile Company. — Dublin Automobile & Machine Co. incorporated with \$10,000 capital to deal in and repair automobiles and other machines by J. M. Outlier, H. G. Stevens, S. H. Fuller, C. H. Kittrell and others; company is now erecting a brick building.

Eatonton, Ga. — Cotton Gin. — Milledgeville Oil Mills has purchased from Continental Gin Co., Birmingham, Ala., the six 70-saw gins recently noted to be replaced.

Ellijay, Ga. — Iron Mines. — Tioga Iron Co. will develop iron-ore mines near Ellijay; Horace A. Field, manager.

Gainesville, Ga. — Telephone System. — Price Telephone Co. incorporated by V. A. Jackson, James Wheelchel, John Martin, J. E. Patterson and others.

Girard, Ga. — Cotton Gin. — Girard Cotton Oil Co. is installing three-gin, 70-saw outfit; order has been placed with Continental Gin Co., Birmingham, Ala.

Hazlehurst, Ga. — Fertilizer Plant. — Hazlehurst Cotton Oil Co. is contemplating adding small fertilizer plant to its mill.

Keysville, Ga. — Cotton Gin. — Harris Bros. will install cotton gin. Machinery is being received.

Macon, Ga. — Railway Shops. — Central of Georgia Railway has awarded contract to the Westinghouse Electric & Manufacturing Co., Pittsburgh, Pa., for electrical equipment consisting of steam turbines, generators, rotary converters, transformers, switchboard and motors, to be installed in new railway shops, in the erection and equipment of which about \$1,000,000 will be expended; J. F. Hanson, Macon, president of railway, and C. K. Lawrence, Savannah, Ga., chief engineer. (Referred to April 11 and previously.)

Macon, Ga. — Abattoir and Refrigerating

Plant. — Nick Block will erect slaughter-house and refrigerating plant.

Macon, Ga. — Railway Machine Shops. — Central of Georgia Railway Co. is proceeding with the construction of its new machine shops, previously reported as designed by the architects of its engineering department. The buildings are those required for the complete shop plant, which will cost about \$1,500,000. The machinery equipment will cost from one-third to one-half of that amount. As many of the buildings are to be erected on site of present structures, the entire work cannot be undertaken at once. The machinery is purchased and buildings erected in such a manner as will not prevent continuous operation of the new and old shops. Contract for boilers awarded to Babcock & Wilcox Co. of New York city and for engines and electrical apparatus to the Westinghouse Electric & Manufacturing Co. of Pittsburgh, Pa. The chief engineer of railway company is C. K. Lawrence, offices at Savannah, Ga.

Marble Hill, Ga. — Southern Marble Co., recently reported incorporated, continues an established business, and will engage in the production of white marble, quarry blocks and saw blocks for monumental and building purposes, etc.; president, O. W. Norcross, Worcester, Mass.; superintendent, W. S. Lincoln; principal address, Worcester, Mass. (Recently mentioned under Atlanta, Ga.)

Millen, Ga. — Electric-light Plant, Water-works and Sewerage System. — J. B. McCreary, Atlanta, Ga., has submitted plans, specifications and cost of installation of electric-light plant, water-works and sewerage system. H. Q. Bell, Mayor, will call bond election for the improvements.

Mt. Airy, Ga. — Water-works and Electric-light Plant. — City is considering the construction of water-works and electric-light plant. Address The Mayor.

Newnan, Ga. — Electric Power-house. — City will expend \$8000 in building and equipment of fireproof power station, recently noted; 70x50-foot building; engineer in charge, S. W. Allen; H. H. North, chairman.

Ocilla, Ga. — Cotton Gin. — Ocilla Oil & Fertilizer Co. will enlarge ginnery connected with mill; four-gin outfit is being installed.

Sardis, Ga. — Cotton Gin. — Girard Cotton Oil Co., Girard, Ga., is erecting ginnery; will install two-gin, 70-saw outfit; order has been placed with Continental Gin Co., Birmingham, Ala.

Savannah, Ga. — Excelsior Plant. — Georgia Excelsior Co., recently reported incorporated, will erect and equip buildings at cost of \$10,000; product, excelsior, about two cars daily; machinery has been bought; W. C. Smith, superintendent; A. C. Carter, secretary and treasurer; A. D. Strohm, president.

Savannah, Ga. — Harbor Improvements. — D. Power & Co. were lowest bidders for improving the Savannah harbor under the new survey at \$2.25 per ton for stone in place, 51 cents per yard for fascines in place, \$5.25 each for piling in place and \$40 per thousand for timber in place. Contract calls for expenditure of \$105,000. Col. Dan C. Kingman, engineer in charge, has recommended that bid be accepted.

Sparta, Ga. — Cotton Mill. — Sparta Cotton Mills, reported organized recently with capital stock of \$100,000, has let contract to Lowell Machine Shop, Lowell, Mass., for equipment of machinery to comprise 5000 spindles and accompanying apparatus for manufacturing yarns. W. T. Bryan of Athens, Ga., is president; John D. Walker of Sparta, vice-president.

Winder, Ga. — Water-works. — City will petition Legislature to authorize an election to vote on the issuance of bonds to construct water-works costing about \$45,000. Address The Mayor.

KENTUCKY.

Ashland, Ky. — Lumber. — Queen City Lumber Co. incorporated with \$30,000 capital stock by O. F. L. Beckett, M. W. Thomas, J. W. Craig and M. L. Meredith.

Bowling Green, Ky. — Milling. — Bowling Green Milling Co. incorporated with \$42,000 capital stock by E. H. Adams, E. L. Morley, J. R. Adams and others. Company has taken over the former Bowling Green Milling Co. and will make other improvements to plant.

Danville, Ky. — Printing. — Columbia Printing Co. incorporated with \$30,000 capital stock by A. E. Hundley, W. R. Embry, J. B. Stout and others.

Elizabethtown, Ky. — Paper Mill. — Kentucky Press Association has appointed a committee to investigate the advisability of establishing mill for manufacturing newspaper paper from soft woods. H. A. Sommers can be addressed for information.

Georgetown, Ky. — Mining. — Eureka Mining

Co. incorporated with \$50,000 capital stock by E. E. Davidson, E. B. Gray and John S. Hunter.

Henderson, Ky. — Furniture Factory. — Ohio Valley Furniture Co. incorporated with \$20,000 capital stock by G. M. Howard, L. C. Kuester and John Craddock.

Hustonsville, Ky. — Flour Mill. — Hustonsville Roller Mill Co. incorporated with \$12,000 capital stock by G. L. and E. P. Carpenter and R. A. Lipps.

Louisville, Ky. — Rail Works. — Reese Continuous Rail Co. incorporated with \$40,000 capital stock by John E. Reese, George L. Martin, W. T. Blackford and William Neal.

Louisville, Ky. — J. T. S. Brown & Sons incorporated with \$600,000 capital stock by Davis, Creel, Hewett and J. T. S. Brown, Jr.

Louisville, Ky. — George E. Cross Company incorporated with \$30,000 capital stock by George E. Cross, H. W. Schouton and W. H. Weston.

Louisville, Ky. — Planing and Saw Mill. — Couchner Planing Mill Co., recently incorporated, has purchased eight acres of land on which to erect planing and saw mill; W. H. Couchner, manager.

Middlesboro, Ky. — Plumbing and Heating. — Middlesboro Plumbing & Heating Co. incorporated with \$3000 capital stock by W. A. Liebig, S. M. Liebig and A. P. Liebig.

Nicholasville, Ky. — Creamery. — Committee has been appointed, composed of G. B. Taylor, R. M. Hunter and J. C. Robb, to select site on which to erect creamery.

Paducah, Ky. — Road Construction. — McCracken county will vote in November on the issuance of \$100,000 of bonds to build gravel roads. Address County Commissioners.

Perryville, Ky. — Creamery. — Perryville Creamery Co. incorporated with \$7500 capital stock by W. C. Kern, W. G. Prewitt and B. A. Dickey.

Willowshade, Ky. — Saw and Planing Mills. — S. S. Harvey will rebuild saw and planing mills recently noted burned at loss of \$4000. (Incorrectly mentioned July 4 as "roller mill.")

LOUISIANA.

Abbeville, La. — Planting and Milling. — Gertrude Planting & Milling Co. incorporated with \$50,000 capital stock to engage in planting, manufacture of lumber, etc.; L. Sokoloski, president; Maxie Sokoloski, vice-president, and Jonas Well, secretary-treasurer.

Bancker, La. — Sawmill. — Cypress Point Lumber Co. has been organized to build and operate sawmill.

Baton Rouge, La. — Woodworking Plant. — Baton Rouge Manufacturing Co. is being organized with \$40,000 capital stock to operate sash, door and blind factory and manufacture office fixtures and all kinds of woodwork. Company has secured building, which will be enlarged and equipped with necessary machinery; T. M. Walker, Atlanta, Ga., manager.

Buckner, La. — Timber Development. — James W. Quinn and James L. Hale, both of Memphis, Tenn., have purchased 217 acres of timber land near Buckner, estimated to cut between 20,000,000 and 30,000,000 feet of lumber; purchase price, \$35,500. It is understood that a sawmill will be built to develop the property.

Campit, La. — Ginnery. — Grand Ecote Cotton Oil Co., Ltd., is contemplating making repairs to gin plant to extent of \$500.

Englewood, La. — Hoop Mill. — Englewood Hoop Co., recently noted organized, will erect and equip buildings at cost of \$25,000 for the manufacture of slack barrel hoops; building to be 40x80, with "L" same size; contracts made; manager, O. H. Trook.

Gibbsland, La. — Cotton-oil Mill. — Gibbsland Cotton Oil Co., recently reported incorporated, will build cold-press cotton-oil mill; brick building; machinery has been purchased; capital \$30,000.

Natchitoches, La. — Lumber. — O'Quin-Williams Lumber Co. incorporated with \$25,000 capital stock by John T. O'Quin of Natchitoches, Noble W. Williams, Montrose, La., and J. L. Logan, Texarkana, Texas. Company has purchased \$30,000 worth of timber and holds options on several other large tracts.

New Orleans, La. — Cracker Factory. — Consumers' Biscuit Co. incorporated with \$75,000 capital stock to establish cracker factory. Construction work on the new plant will begin within 60 days, and machinery has been ordered; Max Schwabacher, president; Chas. Kohlmeier, vice-president; J. J. Grover, treasurer, and W. F. Pelletier, general manager.

New Orleans, La. — Land Improvement. — New Orleans Land Co. has been incorporated

with A. C. Wuerpel president, C. Wirth vice-president and A. H. Stein secretary and treasurer; J. F. Coleman and Joseph Villaraso are engineers; address is 334 Carondelet street.

New Orleans, La.—Publishing.—Allen Bate-man & Co. has been organized by Mr. Bate-man and associates to publish a magazine known as The De Luxe Magazine. Company is about to close a lease for building in which, it is reported, will be installed about \$100,000 worth of machinery; temporary location at 331-333 Carondelet street.

New Orleans, La.—Paving.—E. T. Hardee, City Engineer, has submitted report to the finance committee, recommending the bid of the Concrete Construction & Contracting Co. at \$30,860.50 for repaving Magazine street with square granite blocks.

New Orleans, La.—Tank Manufacturing.—Harry Bros. Company will expend about \$30,000 in improvements to plant at New Orleans, consisting of erection of galvanized-iron structure, to be equipped with machinery for manufacturing galvanized-iron tanks; Thomas C. Harry, Dallas, Texas, president; offices at 235 Alamo street, Dallas, Texas, and corner Carrollton avenue and I. C. Rail-way, New Orleans. (This company was recently reported incorporated with \$150,000 capital stock.)

New Orleans, La.—Channel Improvements. Christie & Lowe, engineers and contractors, Chicago, Ill., have contract to construct sills at the Jump, Cubit's Gap and Pasa Loutre, diverting larger volume of water into Southwest Pass, now nearing completion; contract price, \$1.10 per square yard for brush mattresses and \$4.25 for rip-rap stone; total amount of contract, about \$212,000.

New Orleans, La.—Umbrella Factory.—Lake Bros. Co. has purchased site on which to erect plant for manufacturing umbrellas, parasols, etc.

New Orleans, La.—Cigar Factory.—Fernandez Hermanos & Co., Oscar Reinach, president, Tampa, Fla., now occupying eight buildings and producing 45,000 cigars daily, have recently leased four more buildings and purchased \$12,000 worth of machinery, which will increase the output of plant to 70,000 cigars daily. Mr. Reinach is now registered at the New Hotel Denechoud, New Orleans.

New Orleans, La.—Box Factory.—New Orleans Box Manufacturing Co. incorporated with \$50,000 capital stock; William T. King, president; William C. Haywood, vice-president, and Edward W. Thompson, secretary-treasurer; company has established plant for the manufacture of boxes and shooks; capacity, 10,000 feet board measure per day; address, 210 South Peters street.

Shreveport, La.—Natural-gas Supply.—Louisiana Gas Co. has been incorporated by J. B. and W. S. Atkins of Shreveport; J. S. Connelly and O. J. McLean, Carthage, Mo.; G. W. Hammer, Parsons, Kan., and T. J. Ronayne; capital stock \$300,000. Company has awarded contract to J. W. Jolly to build gaspipe line from the Caddo field to Shreveport at \$500 per mile for 19 miles. (J. B. and W. S. Atkins were reported June 20 as having secured franchise to distribute natural gas.)

Shreveport, La.—Lumber.—Davis Bros. Co. incorporated with \$100,000 capital stock by Jake, William, Philson and Petrel Davis.

Shreveport, La.—Box Factory.—Swift Packing Co., Chicago, Ill., is reported to build box factory at either Shreveport or Beaumont, Texas.

MARYLAND.

Annapolis, Md.—Land Improvement.—Maryland Land Co. incorporated by Daniel R. Randall, Shellman B. Brown and others.

Baltimore, Md.—Electric-power Plant.—Referring to addition to be erected to the West-port electric-power plant of the Consolidated Gas, Electric Light & Power Co., Lexington and Liberty streets, the following contractors are estimating on the work: Trussed Concrete Steel Co., 301 North Charles street; Armored Concrete Construction Co., 1210 Block street; David M. Andrew Company, Vickers Building, 225 East German street; Baltimore Ferro-Concrete Co., Glenn Building, 16 St. Paul street, all of Baltimore, Md.; Cramp & Co., Philadelphia, Pa.; Henneken, Bayne & McCarthy, 112 East 42d street, and James Stewart & Co., 135 Broadway, New York city; National Fireproofing Co., Pittsburgh, Pa.; and Reinforced Concrete Construction Co., Cleveland, Ohio. Armstrong & Latta, American Building, Baltimore, Md., and Andrew Miller, Philadelphia, Pa., are estimating on the piling work; bids to be in July 8. Bids on reinforced-concrete construction throughout, with alternate bids on partial steel framing and concrete-block walls; 70 feet high; 25x35 feet; metal frames and sashes; slag roof; 32 ventilators and 18 skylights. Mechanical equipment will contain

48 boilers, six turbine generating units of 8000 kilowatts each, conveyors, mechanical stokers, etc. Bids will be taken later on the construction of four brick stacks, with alternate bids on reinforced concrete; Simonson & Pietsch, architects, American Building; P. O. Kellholtz, consulting engineer, Lexington and Liberty streets.

Baltimore, Md.—Electric-pole Line.—Susquehanna Pole Line Co. has been incorporated with capital stock of \$50,000 to build line of wire to convey electric current from McCall's Ferry, Pa., to Baltimore by George R. Willis, 213 Courtland street; Theodore B. Gatch, Alexander McCormick, Charles W. Kennard and John T. Murphy, 232 St. Paul street.

Baltimore, Md.—Umbrella-handle and Cane Factory.—Baltimore Stick Co. has been incorporated with capital stock of \$3000 to manufacture umbrella and parasol handles and canes by Nathan Goldman, Daniel Miller and M. Albert Levinson, 11 East Lexington street.

Baltimore, Md.—Workshop.—Board of Awards, City Hall, has awarded contract to M. C. Davis, 5 Hopkins place, at his bid of \$40,935 for the construction of workshop in yard of City Jail; four stories; 50x160 feet; brick with stone trimmings; reinforced-concrete construction; iron bars in front of all windows. Construction will be done under supervision of E. D. Preston, inspector of buildings, City Hall.

Baltimore, Md.—Sashweight Plant.—De Ved & Sons Sashweight Co., manufacturer of sashweights, 813 South Howard street, has been incorporated with capital stock of \$10,000 by George L. De Ved, Louise De Ved, G. Fletcher De Ved, George C. De Ved and Smith B. De Ved.

Baltimore, Md.—Real Estate.—Wylie Heights Company has been incorporated with capital stock of \$250,000 to deal in real estate by Charles G. Hill, 819 Park avenue; J. Percy Wade, Catonsville; Gerald Hill, 323 Law Building, and Wm. A. Wade.

Baltimore, Md.—General Construction.—M. A. Talbott Company, general contractor and constructor, American Building, Baltimore and South streets, has been incorporated with capital stock of \$250,000 by Morris A. Talbott, Martin J. Beach and J. Kemp Bartlett, all of Baltimore; Edgar B. McConnell, Logansport, Ind., and John H. Himmelberger, Cape Girardeau, Mo.

Baltimore, Md.—Pier Construction.—South Baltimore Construction Co. has been incorporated with capital stock of \$3000 to build wharves, drive piles, etc., by Wm. Allen, Wm. H. Brannan, 419 E. Clement street; Wm. W. Roberts, 1440 Riverside avenue; Charles Ruark and John W. Walker.

Baltimore, Md.—Steel Plant.—It is reported that Clarkson, Brooks & Co., 100 Broadway, New York, represent clients who are contemplating the establishment of open-hearth steel plant in Baltimore. So far investigations have been made of available sites and conferences have been held between city officials and agents to insure a thorough understanding. The plant is said to be an established one and among the important steel industries of the country. The name of the plant has been withheld by the agents until negotiations have been more fully developed.

Cumberland, Md.—Coal, Iron and Timber Development.—Younker Bros. have purchased the coal, iron and timber rights on 5000 acres of land in Allegany county and will probably develop the property.

Cumberland, Md.—Lumber.—Potomac Lumber Co. incorporated by Urner G. Carl and others to manufacture and deal in lumber. Company owns timber land in Garrett county, Maryland, and near Gorman, W. Va.; main office, North Liberty street, Cumberland.

Hagerstown, Md.—Brewery.—Hagerstown Brewing Co. will install new machinery in bottling plant, expending about \$15,000.

Hyattsville, Md.—Automobile Plant.—Carter Motor Car Corporation, Detroit, Mich., and Munsey Building, Washington, D. C., recently reported as planning to erect automobile plant at Berwyn, Md., has changed its location to Hyattsville. All bids submitted for the construction of the plant have been rejected, and the company has decided to erect the plant itself under the supervision of its architect, F. L. Averill, Colorado Building, Washington, D. C. A group of brick buildings, 60x100 feet each, is to be erected at approximate cost of \$1,000,000 for buildings with machinery installed. It is estimated that 3000 Carter two-engine cars will be built annually. Officers are: President, A. Gary Carter; vice-presidents, J. C. Duke, Frederick A. Dodge, Edward Richard and Wm. D. Arrison; treasurer, Frank L. Carter; secretary, W. Shirley Carter.

Baltimore, Md.—Pickle Factory.—Frederick Slipper, pickle manufacturer, 618 Columbia

avenue, has awarded contract to Monmonier & Sorrell, 308 Laurens street, for the construction of two-story brick factory building 30x70 feet at 1023-1025 Ridgely street.

Baltimore, Md.—Suburban Development.—Park Heights Development Co., 301 St. Paul street, has been incorporated with capital stock of \$25,000 to develop suburban lands on Park Heights avenue for residential purposes by Harry E. Gilbert, William Kleinie, Charles E. Whitehurst, Charles R. Woods, John R. Lemmert and Thomas B. Hull.

Mechanicsville, Md.—Creamery.—St. Mary's Creamery Association will be incorporated with \$5000 capital stock by Jesse Turner and Dr. T. W. Rich, both of Mechanicsville; Clarence Thomas, Oraville, Md., and others.

Salisbury, Md.—Bridge.—Reported that the New York, Philadelphia & Norfolk Railroad has purchased 89 feet additional across Humphreys mill pond and contemplates filling in pond with exception of 40 feet, which will be used as channel and bridged by steel truss on stone abutments; W. A. Patton, Philadelphia, Pa., president; Philadelphia address, 26 South 15th street.

Sharptown, Md.—Marine Railway.—Sharp-town Marine Railway Co. is undertaking improvements to its plant, including the erection of new wharves and railway. Some new machinery will be purchased for power purposes.

Sugarland (not a postoffice), Md.—Copper Mines.—Thomas C. Homiller, Seneca, Md., is reported as endeavoring to locate and develop copper deposits near Sugarland.

MISSISSIPPI.

Aberdeen, Miss.—Water-power Electrical Plant.—Reported that Chicago capitalists contemplate expending \$850,000 for the development of water-power on the Bartabatchie river to supply electric power to Aberdeen, Columbus and West Point, Miss., both for lighting and manufacturing purposes. Hamilton E. Reynolds of Aberdeen, is said to be interested.

Aberdeen, Miss.—Water-power Electrical Plant and Bicarbitide Factory.—It is reported that H. E. Reynolds of Aberdeen and associates will build a large water-power electrical plant to transmit power by electricity for industrial purposes, principally at first for a bicarbitide factory which they propose to establish. Those interested in the proposition include Walter Weaver, W. C. Banks, C. F. Sherrod and John R. Maxwell of Columbus, Miss., and H. J. Jennings of Water Valley, Miss.

Canton, Miss.—Sewerage System.—City will open bids July 16 for construction of proposed sewerage system to cost about \$35,000. (Walter G. Kirkpatrick, Jackson, Miss., was reported June 20 to prepare plans for system of house sewers.) Address The Mayor.

Columbus, Miss.—Machine Shops and Roundhouse.—It is reported that the Southern Railway is inviting bids for erection of buildings, including 10-stall roundhouse and machine shops, to cost about \$30,000; D. W. Lum, Washington, D. C., chief engineer.

Edwards, Miss.—Cotton Gin.—Edwards Cotton Gin & Manufacturing Co., recently reported incorporated by J. W. Ratliff, W. G. Redfield, Wilson Price and others, is erecting buildings and will install four 70-saw gin outfit; machinery has been purchased.

Grenada, Miss.—Ice Plant.—Grenada Ice Manufacturing Co. incorporated with \$10,000 capital stock.

Gulfport, Miss.—Telephone System.—Rush Electric Co. has been established to handle electrical supplies and engage in general electrical contracting; company is also interested in telephone construction and is contemplating installing system.

Hattiesburg, Miss.—Ice Plant.—Hattiesburg Ice & Coal Co., Earl King, general manager, will increase capacity of ice plant from 45 to 100 tons daily, expending about \$50,000.

Hattiesburg, Miss.—Road Construction.—Supervisors of Perry county awarded contract to Graham Construction Co. at \$3486 for constructing about two miles of road in Perry county.

Hattiesburg, Miss.—Bridge.—City will receive bids until July 31 for erection of superstructure of four steel highway bridges over Gordon's creek, for which \$10,000 is available; J. H. Putnam, City Engineer. (Referred to July 4.)

Hattiesburg, Miss.—Oil Works.—National Oil Works & Mill Supply Co., New Orleans, La., will erect tanks and establish oil depot in Hattiesburg. W. W. Martin, who will represent the company, is now registered at Fabacher's Hotel.

Jackson, Miss.—Water-works.—Kirkpatrick & Johnson are engineers for Jackson Light, Heat & Water Co., recently noted to purchase plant of local water company, for

which bond issue of \$216,000 was voted June 25.

Mound Bayou, Miss.—Cottonseed-oil Plant. Mississippi State Negro Business League has appointed a special committee, consisting of Isalah T. Montgomery of Mound Bayou, C. W. Gilliam, Okolona, Miss.; E. E. Howard, Meridian, Miss., and others, to formulate plans and promote the organization of company capitalized at \$100,000 to establish plant for manufacturing cottonseed oil and by-products.

Yazoo City, Miss.—Investment Company.—South Yazoo Investment Co. incorporated with \$100,000 capital stock by F. R. Birdsall, James S. Perrin, W. A. Henry and others.

MISSOURI.

Cape Girardeau, Mo.—Land and Lumber.—Cape Land & Lumber Co. incorporated with \$35,000 capital stock by Henry L. Rozier, John Tlappek, Thomas C. Stokes and others.

Joplin, Mo.—Mining.—Whitney Mining Co. incorporated with \$10,000 capital stock by Albert E. Whitney, Isabelle Whitney, W. C. Moore and others.

Kansas City, Mo.—Electric-power Plant.—Missouri Warehouse Co. proposes to establish light and power plant. John P. Wagner, president, 619 New Nelson Building, is consulting engineer. As contemplated, plans will include the expenditure of \$2,000,000 and erection of general storage, cold storage, manufacturing and power-house buildings; buildings to be 160x190 feet, six stories; 360x485 feet, six stories; 117x189 feet, six stories; 125x150 feet; general storage building will have capacity of 1,000,000 square feet, cold storage 2,137,500 cubic feet and manufacturing building 132,678 square feet. (Mentioned recently.)

Kirkville, Mo.—Paving.—City will pave part of Franklin street with vitrified paving brick or block on a five or six-inch concrete base. Surface to be covered is about 16,700 square yards; also \$536 feet of concrete curb and gutter. Bids will be received until July 15; H. Selby, Mayor; J. C. Carothers, City Clerk.

Kirkwood, Mo.—Printing and Publishing.—Kirkwood Printing & Publishing Co. incorporated by Paul Bakewell, Benjamin F. Thomas and Joe F. Berry.

New Bloomfield, Mo.—Cannery.—New Bloomfield Canning Co. incorporated with \$3500 capital stock by William Young, A. Longley, C. N. Baker and others.

St. Joseph, Mo.—Lumber.—Hawkeye Lumber Co. incorporated with \$20,000 capital stock by Benjamin Phillips, Eli Holland, Samuel Motter and others.

St. Louis, Mo.—Amusements.—Bijou Amusement Co. incorporated with \$7500 capital stock by Raymond Anders, Thomas J. O'Laughlin, Frank R. Tate and others.

St. Louis, Mo.—Land Improvement.—Acme Heights Improvement Co. incorporated with \$15,000 capital stock by William Kiasing, Henry Schwarting and F. W. Peck.

St. Louis, Mo.—Appliance Manufacturing. United Appliance Manufacturing Co. incorporated with \$50,000 capital stock by William Lawrenz, Edward Flannigan and Henry J. Hubert.

St. Louis, Mo.—Electric Plant.—Peerless Electric Co. incorporated with \$3500 capital stock by O. B. Weik, H. M. Coudrey, William Brown and others.

St. Louis, Mo.—Manufacturing.—Hagood Manufacturing Co. incorporated with \$50,000 capital stock by J. H. Kelly, M. H. Kelly and E. B. Gilbert.

St. Louis, Mo.—Lumber.—Aberdeen Lumber Co. incorporated with \$15,000 capital stock by S. H. Fullerton, C. I. Millard, J. C. Cremer and others.

St. Louis, Mo.—Clay Products.—Laclede-Christy Clay Products Co., reported incorporated June 20 with \$4,000,000 capital stock, is a consolidation of the Laclede Fire-Brick Manufacturing Co. and the Christy Fire-Clay Co. Plants of both companies will be continued in operation. Organization has been perfected with William C. Morris, president; John L. Green, vice-president, and Richard D. Hatton, secretary-treasurer.

St. Louis, Mo.—Plumbing.—J. A. Wilke Plumbing Co. incorporated with \$4000 capital stock by J. A. Wilke, J. A. Wilke, Jr., and Emma M. Wilke.

St. Louis, Mo.—Boiler Works.—Heine Safety Boiler Co. will erect shop on site recently noted purchased. Probably \$250,000 or \$300,000 will be expended on plant, details of which have not yet been decided. Engineer and architect have not been selected.

Warsaw, Mo.—Bridge.—Dice Bridge Co. incorporated with \$5000 capital stock by J. A. Dice, W. H. Gallaher and W. S. Davis.

Webb City, Mo.—Mining.—Schoenherr-Walton Manufacturing Co. incorporated with

\$100,000 capital stock by W. E. Rogers, W. F. Schoenherr, Y. R. Smith and others.

NORTH CAROLINA.

Cardenas, N. C.—Telephone Extension.—Cardenas Telephone Co. will build about 20 miles additional line. F. H. Ballentine is business manager.*

Catawba, N. C.—Flour Mill.—J. R. Stewart will build roller mill.

Catawba, N. C.—Cotton Mill.—J. H. Pitts, J. U. Long, C. B. Ruffy, H. J. Lowrance and others are organizing company to build cotton mill; \$40,000 has been subscribed.

Creedmoor, N. C.—Brick and Lumber Plant.—Creedmoor Brick & Lumber Co. incorporated with \$25,000 capital stock; I. E. Harris, president; L. H. Longmire, vice-president, and T. O. Momeroy, secretary-treasurer.

Durham, N. C.—Bridge.—Durham county will build 90-foot-span double bridge one mile from Durham; steel; specifications to be drawn by bidders and approved by Commissioners; A. D. Markham, chairman Board of County Commissioners.*

Elise (not a postoffice), N. C.—Marie Wood Distilling Co. will rebuild plant recently reported burned. Building 40x100 feet will be erected. Materials are supplied. Plant produces eight barrels tar and 250 bushels charcoal per day. J. L. Tull, president, will plan building and superintend construction. Address, Hemp, N. C.

Fremont, N. C.—Fertilizer Plant.—Fremont Oil Mill Co. will install fertilizer-mixing plant, expected to be in operation by December 1; machinery has not been purchased.*

Greensboro, N. C.—Axle Lubricator.—Aden Axle Lubricating Co. incorporated with \$25,000 capital stock to market a new device for lubricating axles of vehicles; C. M. Vanstony, president; J. T. J. Battle, vice-president, and Joseph Aden, secretary-treasurer and general manager.

Henderson, N. C.—Sewerage.—Date of opening bids for proposed sewer extension has been postponed from July 10 to July 24; Clifton Currin, engineer; Henry T. Powell, clerk. (Recently mentioned).*

Hendersonville, N. C.—Residential Park.—Hendersonville Lake, Land & Power Co. has been organized to develop seven square miles of land as residential park. It is proposed to divide the property by streets into building lots, build dam of concrete or masonry, clear timber from about 1800 acres of proposed submerged lands, construct boulevard around the lake shore, 33 miles long, with small parks between it and water's edge, build four or five hotels, construct electric railway, etc.

Littleton, N. C.—Electric-light Plant.—Wilbur Browning May, Box 75, proposes to form stock company to establish electric-light plant.*

Monroe, N. C.—Gold Mines.—R. L. Welch, manager of Winona Mining Co., has purchased and will develop the old Phifer gold mine.

Newton, N. C.—Cotton Mill.—Catawba Cotton Mills, recently reported as to add to equipment, has awarded contract to Whitin Machine Works of Whitinsville, Mass., for 3360 spindles and other machinery.

Northside, N. C.—Lumber, etc.—Dove, Keith & Connelly Company incorporated with \$50,000 capital stock to manufacture and deal in lumber and general merchandise by G. H. Dove, J. H. Keith, W. B. Connelly and others.

Randleman, N. C.—Electric-power Plant.—Randleman Electric Railway & Light Co. has secured franchise and will begin at once the erection of plant to furnish city with light.

Roaring River, N. C.—Cotton Mill.—J. Sanford Patterson of Spray, N. C., has optioned the Damask Manufacturing Co. property at Roaring River and will, it is understood, organize a company to utilize the property for cotton-manufacturing purposes. (Lately referred to.)

Sanford, N. C.—Buggy Factory.—Sanford Buggy Co., reported incorporated June 27 with \$125,000 capital stock, has elected J. R. Jones, president; W. A. Maness, vice-president; John W. Scott, treasurer, and Charles C. Cheek, temporary secretary. Site has been secured and erection of buggy factory will begin at once.

Sanford, N. C.—Metal Roofing.—T. E. King & Co., manufacturers of metal roofing, etc., will erect new plant.

Shetucket, N. C.—Milling.—Hub Milling Co. incorporated with \$50,000 capital stock by L. D. Rippey, J. L. Kernoodle and G. R. Sutton.

Spring Hope, N. C.—Cotton-oil Mill.—Spring Hope Cotton Oil Co. will add new

separator and additional lint to plant; both to be purchased.

Statesville, N. C.—Hardware and Harness Plant.—Statesville Hardware & Harness Co. incorporated with \$50,000 capital stock by J. A. Bradford, R. L. Bradford, J. M. Brown and others.

St. Pauls, N. C.—Cotton Mill.—A. R. McEachern, Lock Shaw, J. M. Shaw, J. D. McCrany, J. F. Gilmore and W. D. McNeill have incorporated St. Pauls Cotton Mill Co. with capital stock of \$100,000 to build cotton mill of 5000 spindles for manufacturing yarns. (Lately referred to as proposed.)

Vanceboro, N. C.—Bridge.—Craven county will construct steel highway drawbridge over Swift creek at Vanceboro and also over Brices creek, near Newbern, N. C. Bids will be received until August 5; Matthew & O'Brien, Wilmington, N. C., engineers; C. E. Foy, chairman County Commissioners, Newbern, N. C.*

Wadesboro, N. C.—Sewerage.—Wadesboro Sewerage Co., recently reported organized, wants bids on about three-quarters of a mile of sewerage. I. J. Huntley is president, and Julian F. Allen, secretary and treasurer.*

Wilmington, N. C.—Construction.—Tide-water Construction Co. has increased common stock from \$500,000 to \$600,000 and preferred stock from \$250,000 to \$300,000.

Wilson, N. C.—Tobacco Redrying and Storage.—Tobacco Redrying & Storage Co. incorporated with \$50,000 capital stock to deal in stem and redry leaf tobacco, etc., by W. T. Clark, S. W. Smith and N. H. Cozart.

Wilson, N. C.—Cottonseed-oil Mill.—Farmers' Oil Co. will increase capital stock from \$48,500 to \$97,000 and enlarge plant.

Winston-Salem, N. C.—Timber Development.—Lee Holland, Bethania, N. C., has purchased 100 acres of timber land and will establish sawmill for developing the property.

SOUTH CAROLINA.

Beaufort, S. C.—Cotton Gln.—George Waterhouse & Co. have awarded contract for cotton gin to be built at Grey's Hill, near Beaufort; frame building with metal roof; capacity, 10 to 15 bales per day. In connection with ginners a frame store building with galvanized roof and siding will be erected; cost of both buildings, \$3000.*

Calhoun Falls, S. C.—Water-power Electrical Plants.—It is stated that the Savannah River Power Co. will soon begin construction work for the development of the Calhoun Falls, estimated to furnish 30,000 horse-power; Cherokee Falls on Savannah river, furnishing 10,000 horse-power, and Hattons Shoals on the Tugaloo river, furnishing 10,000 horse-power; these powers to be operated in connection with 5000 horse-power at Anthony Shoals on Broad river in Georgia and 3000 horse-power at Gregg Shoals on the Savannah river in South Carolina; total horse-power to be transmitted by electricity, 58,000 horse-power. E. W. Van C. Lucas, engineer, Wilmington, N. C., associated with the company, and two other engineers are now inspecting the Calhoun Falls property with a view of determining whether to build one or two dams in this development. Surveys have been made previously. The Manufacturers' Record has previously referred at length to the proposed developments of the Savannah River Power Co., which has a capital stock of \$5,500,000. Among those interested are H. A. Orr, president, Anderson, S. C.; C. Elmer Smith of York, Pa.; A. T. Smythe of Charleston, S. C.; Pat Calhoun of New York and San Francisco; Westinghouse, Church, Kerr & Co. of New York; J. E. Sirrine, engineer, of Greenville, S. C.; and others. E. W. Van C. Lucas, the engineer, has his offices at 408 Colorado Building, Washington, D. C., where he can be addressed for information.

Dillon, S. C.—Cotton-oil Mill.—Southern Cotton Oil Co. is increasing plant from three-press 13-box to three-press 15-box mill, making capacity of 60 tons per day.

Gaffney, S. C.—Cotton Mill.—Proposed mill company lately noted will be organized, as \$100,000 has been subscribed to capital stock of \$200,000. A 10,000-spindle mill is contemplated. W. C. Hamrick can be addressed.

Greenville, S. C.—Paving.—City Council has voted to construct 10,000 yards of cement paving, expending about \$6500. Address The Mayor.

Rock Hill, S. C.—Cotton Mill.—Harris Manufacturing Co. has been organized by A. F. Ruff, W. H. Harris and W. Speight Adams, recently reported as to establish a textile mill to cost from \$30,000 to \$50,000.

Spartanburg, S. C.—Cotton-waste Mill.—Plans are being formulated for the organization of company to build proposed cotton-waste mill referred to recently; committee composed of John A. Law and W. S. Mont-

gomery of Spartanburg and J. D. Hammett of Honea Path, S. C.

St. George, S. C.—Electric-light Plant.—St. George Cottonseed Oil Co. will probably install an electric plant for lighting the town about January 1.

Woodruff, S. C.—Cotton-oil Mill.—Woodruff Cotton Oil Co. is preparing to rebuild mill recently burned; machinery has been purchased; in rebuilding, capacity will be increased from 30-ton to 40-ton mill.

Yorkville, S. C.—Cotton Mill.—Tavora Mills is reported as proposing to double its equipment; present installation is 5000 spindles.

Yorkville, S. C.—Cotton Mill.—Lockmore Cotton Mills will be organized with capital stock of \$100,000 to build plant of 6500 spindles for manufacturing yarns. It is understood that Thomas P. Moore will be president; incorporated by Thomas P. Moore, W. B. Moore and O. E. Wilkins.

TENNESSEE.

Arlington, Tenn.—Stave and Heading Factory.—V. R. Harris is preparing to rebuild on a larger scale stave and heading factory recently burned at a loss of \$4000.

Binghamton, Tenn.—Water-works and Sewerage System.—City has voted affirmatively the issuance of \$20,000 of bonds to construct water-works and electric-light plant. Water will be supplied by artesian wells. Address Mayor Stewart. (Referred to April 11.)

Binghamton, Tenn.—Lumber.—Home Lumber Co. incorporated with \$10,000 capital stock by R. B. Sullivan, A. Y. Aydelot, W. T. Hardison and others.

Bristol, Tenn.—Sawmills.—Ralston Wilson Lumber Co., Parkersburg, W. Va., now operating three sawmills on the Clinch river, contemplates building additional mills and expects to complete within a year its contract with the South & Western Railroad, calling for 200,000 crossties. E. E. Wilson, vice-president, is in charge of the Bristol office, in the Phipps Building.

Bristol, Tenn.—Knitting Mill.—J. M. Barker and associates will organize company to establish hosiery knitting mill. Machinery has not been purchased.*

Chattanooga, Tenn.—Sewerage.—T. J. Shea, New Orleans, La., has contract at about \$84,500 for construction of sewers Nos. 7 and 9. (Referred to June 27.)

Chattanooga, Tenn.—Mattress Factory.—Chattanooga Mattress Co. incorporated with \$10,000 capital stock by E. H. Estes, B. Rhodes, H. B. Wilcox and others.

Chattanooga, Tenn.—Gas Plant.—Chattanooga Gas Co. has awarded contract to the Gas Machinery Co., Cleveland, Ohio, for condensing and scrubbing machinery to be installed in proposed \$100,000 addition to its plant. Contract for erection of new buildings will be awarded within 10 days. Gas Improvement & Equipment Co., New York, N. Y., has contract for general remodeling of present plant. Childs-Hulsaw Co., James G. Bales, consulting engineer, is holding company of local plant. (Referred to June 13 and previously.)

Chattanooga, Tenn.—Car Manufacturing and Supplies.—Southern Car Manufacturing & Supply Co., Beaumont, Texas (managed by James A. Wiggs, Jr.), has purchased 12 acres of land at \$20,000 on which to erect plant. Plans will be prepared by Adams & Alsop, Chamberlain Building, for necessary buildings, including fireproof machine shop, 190x170 feet. Structures will all be constructed of steel and concrete, with window sashes and frames of galvanized iron and roof of tiling. Contract for the steel work has been awarded to the Converse Bridge Co. The company will employ about 200 machinists and plant when completed will cost \$100,000. Machinery has been purchased.

Clinton, Tenn.—Road Improvements.—Anderson County Court has endorsed the \$100,000 road bond proposition; J. K. P. Wallace, Andersonville, S. C., chairman of commission.

Greeneville, Tenn.—Road Improvements.—County Court of Greene County has ordered the issuance of \$100,000 of bonds for road improvements. Address County Commissioners.

Humboldt, Tenn.—Stave Factory.—Humboldt Stave Co., recently reported incorporated, will erect and equip buildings at cost of \$5000 for the production of tight-barrel staves and lumber; architect, G. G. Fisher; manager, M. Morris; materials purchased.

Huntington, Tenn.—Street Improvements.—City has awarded contract to the Perryville Gravel & Ballast Co., Perryville, Tenn., at \$10,000 for graveling streets and public square at Huntington. (City was reported May 30 as having voted affirmatively the issuance of \$10,000 of bonds for graveling and improving streets.)

Jacksboro, Tenn.—Road Improvements.—

Campbell County Court has adopted a resolution to issue \$100,000 of bonds for road improvements. Address County Commissioners.

Jonesboro, Tenn.—Richard-Evans Company incorporated with \$15,000 capital stock by R. C. Staples, J. E. Evans, F. W. Richards and others.

Knoxville, Tenn.—Manufacturing.—Nicksen-Vaughan Manufacturing Co. incorporated with \$20,000 capital stock by C. A. Nickerson, R. J. Vaughan, J. S. Boyd and others.

Knoxville, Tenn.—Lumber.—Piedmont Lumber Co. incorporated with \$25,000 capital stock by J. M. Jones, I. E. Broyles, R. E. Besing and others.

Memphis, Tenn.—Lumber.—Howe Lumber Co. incorporated with \$10,000 capital stock by G. B. Stewart, R. B. Sullivan, A. G. Aydelotte and others.

Memphis, Tenn.—Currie-McGraw Company incorporated with \$150,000 capital stock by C. T. McGraw, Jesse Currie, E. A. Moore and others.

Memphis, Tenn.—Steam Laundry.—Model Steam Laundry incorporated with \$15,000 capital stock by Herbert J. Jacobs, Menett Jacobs, Isadore B. Scharff and others.

Memphis, Tenn.—Lumber.—Beattie Lumber Co. incorporated with \$50,000 capital stock by T. B. Beattie, E. B. LeMaster, James F. Hunter and others.

Memphis, Tenn.—Cotton Gln.—Phoenix Cotton Oil Co. will rebuild cotton gin recently burned.

Monterey, Tenn.—Water-works and Electric-light Plant.—City has voted affirmatively the issuance of \$15,000 of bonds to install water-works and electric-light plant. Address The Mayor.

Morristown, Tenn.—Telephone System.—Home Telephone Co. incorporated with \$40,000 capital stock by A. W. Lotaprich, Baldwin Harle, W. W. Hobby and others.

Nashville, Tenn.—Abattoir and Packing Plant.—Neuhoff Abattoir & Packing Co. has increased capital stock from \$40,000 to \$75,000 and will enlarge plant, increasing daily capacity from 100 hogs and 50 head of cattle to 200 hogs and 100 cattle.

Nashville, Tenn.—Grain Elevator and Warehouse.—J. H. Wilkes & Co. will build grain elevator and warehouse.

Nashville, Tenn.—Peanut-cleaning Plant.—J. S. Cooley & Co. will build peanut-cleaning plant.

Nashville, Tenn.—Harness and Leather-goods Factory.—Montgomery-Moore Manufacturing Co. will build harness and leather-goods factory, expending about \$20,000.

Nashville, Tenn.—Phosphate Works.—American Phosphate Co. incorporated with \$100,000 capital stock by C. B. Easley, W. C. Farrell, John E. Shelton and others.

Nashville, Tenn.—Grain and Mill Company.—Capital Grain & Mill Co. incorporated with \$20,000 capital stock by W. H. Mayberry, W. M. Cheairs, H. W. McLemore and others.

Nashville, Tenn.—Telephone System.—Home Telephone Co. contemplates constructing conduits and erecting exchange.

Pulaski, Tenn.—Refrigerating Plant.—Pulaski Supply Co. incorporated with \$25,000 capital stock by J. J. Mahoney, William Heibach and Franz Mann. Company has leased old Standard Fuel Co.'s plant and will erect storage and refrigerating plant.

Sparta, Tenn.—Timber Development.—Tennessee Stave & Lumber Co., reported incorporated June 6 with \$100,000 capital stock by J. R. Tubb and others, has recently purchased at \$45,000 timber rights on the Eastland tract of land and will soon build sawmills for the development of the property.

Tullahoma, Tenn.—Limestone Quarry.—Company has been organized to develop limestone quarries on property now being prospecting by W. A. Marshall, superintendent. Company proposes to crush stone for ballasting railroads, constructing macadamized turnpikes and for use in manufacturing concrete blocks. It is reported that cement stone has also been found.

Yokely, Tenn.—Spoke and Handle Factory.—Yokely Spoke & Handle Manufacturing Co. (branch of the Muncie Wheel & Jobbing Co., Muncie, Ind.), will install rim strip mill and make other improvements to plant.

TEXAS.

Beaumont, Texas.—Showcase Factory.—McComas & Son, of which A. W. McComas is a member, will install machinery for manufacturing showcases and other cabinet work and interior finishings.

Beaumont, Texas.—Plumbing and Heating. Model Plumbing & Heating Co. incorporated with \$20,000 capital stock to take over the Model Plumbing & Heating Co. Organization has been perfected with W. J. Brown, president; G. W. Carroll, vice-president; J.

L. Hinchee, treasurer, and C. A. Crawford, secretary.

Beaumont, Texas—Sewerage System.—City has rejected all bids for construction of proposed sewers and will do work by day labor. J. A. Andrews & Son were lowest bidders at \$70,409.14. Address The Mayor.

Beaumont, Texas—Bag Factory.—At a meeting of the Texas and Louisiana Rice Millers' and Distributors' Association, J. E. Broussard, president, plans were temporarily perfected for the organization of company to manufacture bags. Seventeen rice mills in the Gulf-coast country were represented at the meeting, including the Standard Milling Co. and Texas Rice Co., both of Houston, Texas; National Rice Milling Co., New Orleans, La., and the Crowley Rice Co., Crowley, La.

Benjamin, Texas—Copper Mines.—Company is being organized by R. E. Fowkes to develop copper mines. Cement deposits and kaolin have also been discovered.

Bon Weir (not a postoffice), Texas—Lumber Plant.—Long Leaf Lumber Co. incorporated with \$75,000 capital stock by E. F. Montgomery, Burkeville, Texas; E. S. Hicks, Teneha, Texas, and others. Company was recently mentioned as having purchased at \$20,000 the property of the Bon Weir Lumber Co. at Bon Weir, comprising sawmill, planing mill, yard stock and commissary.

Brenham, Texas—Cotton-oil Plant.—Brenham Compress, Oil & Manufacturing Co. is now erecting its proposed refinery of 250 barrels capacity; it is also contemplated to remodel oil mill, changing it from frame to brick or cement block and steel.

Bronte, Texas—Cotton Gin.—Farmers' Union Warehouse Co. is contemplating erection of cotton gin; plans not made; secretary, J. B. Harrell.

Brownsville, Texas—Water-works and Electric-light Plant.—City has engaged W. P. Bullock, Kansas City, Mo., to furnish plans, specifications and estimate on cost of system of water-works and electric lights to cost not over \$70,000. (City was recently reported to vote on the issuance of \$70,000 of bonds to construct water-works and electric-light plant.)

Center, Texas—Planing Mill and Ice Plant.—Center Cotton Oil & Manufacturing Co. will install two planing machines; later an ice plant will be added. (This company was recently noted as having purchased Shelby County Cotton Oil Co.'s plant.)

Cleburne, Texas—Natural-gas Supply.—H. C. Gresham, A. W. Baird, J. C. Blakeney, T. B. Campbell and others have organized company to develop gas and coal fields in Somervell county, and will pipe gas to Cleburne, Dallas, Texas, and other cities.

Clyde, Texas—Development Company.—Clyde Development Co. incorporated with \$50,000 capital stock by T. H. Hampton, W. S. Hasha, James T. Dugan and others.

Comanche, Texas—Compress Company.—Comanche Compress incorporated with \$30,000 capital stock by William Reese, A. S. Harris, F. F. Adams and others.

Comanche, Texas—Cotton-oil Mill & Ice Plant.—Comanche Cotton Oil Co. is making improvements to plant; will install two 290-horse-power Heine safety water-tube boilers and 600-horse-power feed-water heater. A 15-ton ice plant is being erected in connection with oil-mill plant; manager, F. H. Oberthier.

Copeville, Texas—Cotton Gin.—Copeville Gin Co. incorporated with \$10,000 capital stock by W. T. Browning, S. A. Gambrell, G. G. Wade and others.

Corpus Christi, Texas—Lumber.—H. D. Taylor Lumber Co. incorporated with \$50,000 capital stock by Horace D. Taylor, Edward W. Taylor and T. J. Siddall.

Corsicana, Texas—Press-brick Plant.—Corsicana Press Brick Co. incorporated with \$10,000 capital stock by C. R. Sherrill, James Garrity, J. L. Whiteselle and Isaac Levy.

Dallas, Texas—Switch and Signal Company.—McGee Switch & Signal Co. incorporated with \$10,000 capital stock by R. M. McGee, M. M. Christman and William M. Jones.

Dallas, Texas—Telephone Systems.—Reported that E. L. Swain, Home Telephone Co., Los Angeles, Cal., is planning to invest \$5,000,000 in construction and operation of telephone systems in Texas.

Dallas, Texas—Road Construction.—W. J. Patrick has contract to construct Beckley intermediate road. About \$12,000 will be expended.

Dallas, Texas—Wagon Factory.—Bridges Wagon Co. incorporated with \$10,000 capital stock by B. F. Bridges, Russell B. Rogers, D. E. Waggoner, Rhodes S. Bakes and others.

Dallas, Texas—Manufacturing.—Gray &

Graham Incorporated with \$100,000 capital stock by W. W. Graham, R. A. Gilliam, F. A. McJunkin and S. Gray.

Eagle Lake, Texas—Rice Mill.—Lake Side Rice Mill Co., W. G. Breneke, president, has awarded contract for erection of proposed 20,000-barrel rice elevator. (Company was reported June 6 as having increased capital stock from \$75,000 to \$100,000.)

Eagle Lake, Texas—Rice Elevator.—Eagle Lake Rice Milling Co., B. L. Vineyard, president, has awarded contract for erection of 20,000-barrel rice elevator.

Elgin, Texas—Cottonseed-oil Mill.—Elgin Oil Manufacturing Co., reported incorporated May 16 with \$40,000 capital stock by C. F. Berg and others, has awarded contract to C. W. Moore, Austin, Texas, for erection of cottonseed-oil mill. Arrangements are being made to begin operations about November 1.

El Paso, Texas—Furniture Factory.—Hoyt Furniture Co. incorporated with \$50,000 capital stock by G. L. Hoyt, E. M. Bray and W. H. Winter.

El Paso, Texas—Subway.—D. K. Colburn, bridge engineer, Houston, Texas, has charge of plans for proposed \$300,000 subway recently noted to be erected by Galveston, Harrisburg & San Antonio Railway Co.

El Paso, Texas—Packing Plant.—Nations Packing Co. incorporated with \$250,000 capital stock by J. H. Nations, J. C. Peyton, O. A. Danielson and others.

El Paso, Texas—Electric-power Plant.—Reported that the El Paso Electric Co. has purchased 75,000 square feet of land as site for electric power plant, to cost about \$500,000.

El Paso, Texas—Printing and Publishing.—The Crowley Company incorporated with \$10,000 capital stock by R. S. Crowley, Leigh Clark and J. A. Smith.

Evant, Texas—Telephone System.—People's Telephone Co. incorporated with \$4000 capital stock by A. Wurts, W. T. Thorn and E. E. Watson.

Frankston, Texas—Planing Mill.—Lacy-Kelly Lumber Co. will erect planing mill 50x60 feet; cost \$8000; product, 40,000 feet lumber daily; engineer, J. J. Simpson; managing officers, R. Lacy and T. J. Kelly.

Galveston, Texas—Water Meters.—City will install 500 five-eighths-inch water meters and will open bids July 11; H. C. Lange, Water-works and Sewerage Commissioner; A. S. Drewry, Superintendent of Water-works and Sewerage, and John D. Kelley, City Secretary.

Galveston, Texas—Abattoir.—Plans are progressing for erection of proposed abattoir and union slaughtering house, and an engineer and architect have been engaged to inspect site of 10 acres on Galveston Island recently purchased. It is proposed to erect main building, three stories high, 128x23 feet, and other structures to contain engine-room, four cooling-rooms with capacity of 60 beehives, chilling apparatus, etc. W. E. Gruendler, Houston, Texas, is interested. (The John Finnigan Company, Houston, Texas, was reported May 23 to erect abattoir on Galveston Island.)

Galveston, Texas—Cotton-waste Mill.—Incorporated: Galveston Waste Mills with capital stock of \$5000 by J. H. Langbehn, Ben Dolson, J. E. Kauffman, W. S. Ritchie, W. F. Baldrige and others. Company will at once order machinery and establish plant; will probably manufacture cotton blankets later on. Address Mr. Baldrige.

Galveston, Texas—Electric-light and Power Plant.—Brush Electric Light & Power Co. is proceeding with improvements to its plant, for which \$100,000 is being expended. Betterments include the erection of new brick stucco-finished building, 120x120 feet, to be equipped with one 500-kilowatt and one 1000-kilowatt Allis-Chalmers steam turbine, two 390-horse-power synchronous motor generator sets, one 300-kilowatt rotary converter, two 600-horse-power Sterling boilers and barometric and turbo-jet condensers. By the installation of the new machinery the capacity of the plant will be increased in power equal to 300,000 incandescent lights, which, with present capacity, will furnish light to 500,000 incandescents. Both alternating and direct currents will be furnished, the former to be used for lighting residence portion of city and the latter for elevators, motors, arc lights and fans in business district. In addition to improvements at plant, entire system of overhead wires will be rebuilt.

Graham, Texas—Cotton-oil Mill.—It is reported that the Brazos Oil & Light Co. will build a cotton-oil mill at Graham.

Grand Prairie, Texas—Lumber.—People's Lumber Co. incorporated with \$10,000 capital stock by C. B. Pool, P. B. McNutt, J. E. Payne and others.

Green (P. O. Jiba), Texas—Cotton Gin.—Green Gin Co. incorporated with \$10,000 capital stock by William Green, Star Barbee, F. G. Hillje and B. L. Eschenburg.

Hidalgo, Texas—Sugar Plantation.—San Juan Sugar Plantation incorporated with \$500,000 capital stock by J. M. Closner, D. B. Chapin, R. L. Savage and others.

Hobson, Texas—Cotton Gin.—Trial Bros. Gin Co. incorporated with \$7500 capital stock by J. Trial, J. P. H. Trial, F. H. Trial and others.

Houston, Texas—Chemical Works.—Southern Chemical Co. has been organized with \$40,000 capital stock by R. E. Young, C. E. Young and A. G. Young, all of Houston; T. M. Haynes, Palestine, Texas; S. E. Moss, Dallas, Texas, and others.

Houston, Texas—Cotton-oil Mill.—Roberts Cotton Oil Co. will make improvements to plant. Standard brick boiler-house will be erected and additional 100 horse-power installed in power-house. Boilers have been purchased and contract for building let; contractor, H. H. Yorty.

Houston, Texas—Lumber Plant.—Thompson-Tucker Lumber Co., J. Lewis Thompson, president, has increased capital stock from \$300,000 to \$600,000.

Houston, Texas—Construction.—Weber-Duller Construction Co. incorporated with \$250,000 capital stock; Carl Weber, Chicago, Ill., president; Jacob C. Baldwin, vice-president, and David M. Duller, secretary-treasurer.

Lambert, Texas—Gin and Cotton Company.—Farmers' Gin & Cotton Co. incorporated with \$6000 capital stock by J. W. Ames, R. T. Kidwell and A. H. Cleveland.

Lemonville, Texas—Lumber Plant.—Talbot-Duhig Lumber Co., incorporated with \$100,000 capital stock, has purchased the Lemon Lumber Co., its properties including saw and planing mill, at Lemonville; 6,000 acres of lumber in yards, tram roads, 7000 acres of pine lands, 2100 acres of stumpage, all in Orange county, etc.; purchase price, \$125,000; company contemplates making improvements in the future; B. M. Talbot, Lake Charles, La., president; offices will be established at Lemonville.

Lian, Texas—Fuel.—Burnet Fuel Co. incorporated with \$25,000 capital stock by S. J. Taylor, J. H. Burnet and E. A. Wallace.

Longview, Texas—Plow Works.—G. A. Kelly Plow Co. has increased capital stock from \$50,000 to \$100,000.

Lovelace, Texas—Cotton Gin.—Company has been organized with \$10,000 capital stock to build cotton gin; J. M. Lovelace, president; T. M. Kirkpatrick, vice president, and W. E. Lovelace, secretary.

Mineral Wells, Texas—Hardware.—Hoit Hardware Co. incorporated with \$30,000 capital stock by J. T. Holt, G. E. Shirley and C. E. Lee.

Mineral Wells, Texas—Water Plant.—Crazy Well Water Co., recently reported incorporated, will erect building 100x200 feet; cost, with equipment, \$100,000 to \$125,000; contract to be let about last of August; building to have two stories, basement and roof garden; president, Sidney Webb, Bellevue, Texas; manager, J. R. Hill; secretary and treasurer, C. B. King, both of Mineral Wells.

Myra, Texas—Oil Wells.—Myra Oil Prospecting Co. incorporated with \$10,000 capital stock by G. E. N. Ball, W. H. Dougherty and J. C. Whaley.

Newton County, Texas—Timber Lands.—T. L. Hackney of Houston, Texas, has purchased large tracts of land in Newton county from W. J. Townsend.

Nixonville, Texas—Ginnery.—Nixon Gin Co., recently reported incorporated, will establish cotton gin with capacity of 40 bales per day; cost of buildings and equipment \$6000; manager, J. W. Wiseman.

Onalaska, Texas—Sawmill.—Wm. Carlisle & Co. are constructing sawmill plant recently mentioned; cost, \$150,000 for buildings and \$200,000 for equipment; supplies have been purchased; product, yellow-pine hardwood, 500,000 feet daily; superintendent and architect, L. O. Jackson; managing officers are Wm. Carlisle, L. O. Jackson and Wm. Pritchard. Plant will be in operation about September 1.

Odessa, Texas—Cotton Gin and Mill.—Farmers' Gin & Mill Co. incorporated with \$6000 capital stock by J. A. Cason, W. J. Ham and G. H. McMullen.

Paris, Texas—Furniture Factory.—Paris Table & Furniture Co. incorporated with \$25,000 capital stock by J. W. Wade, A. N. Rogers and W. C. Clark.

Pilot Point, Texas—Buggy-top Spring.—Wilkins Buggy Top Spring Co. incorporated with \$4000 capital stock by A. H. Gee, W. A. Wilkins and S. I. Newton.

Pittsburg, Texas—Cotton-oil Mill.—Pitts-

burg Cotton Oil Co. will install new cake-former in three-press mill; other minor repairs will be made; substitution of air-blast process for removing lint from saws is being considered.

Rice, Texas—Oil and Gas Wells.—Rice Oil & Gas Co. incorporated with \$5000 capital stock by John B. Haynie, John T. Fortson, G. W. Harper and T. P. Kerr.

Robertson County, Texas—Coal and Lignite Mines.—Southwestern Fuel & Manufacturing Co., owning coal and lignite interests in Robertson county, is receiving machinery for developing its properties and expects to mine about 20,000,000 tons of fuel. Company has opened office in the Land Title Block, Fort Worth, Texas; H. L. Smith, president.

Rockdale, Texas—Coal and Brick Plant.—Internal Coal & Brick Co. incorporated with \$50,000 capital stock by H. E. Rowlett, B. B. Baxter and W. M. Wells.

Trinity, Texas—Sawmill.—J. M. Thompson Lumber Co., J. Lewis Thompson, president, Houston, Texas, will erect sawmill at Trinity.

San Angelo, Texas—Brick Plant.—San Angelo Brick Manufacturing Co. incorporated with \$20,000 capital stock; William Schneeman, Hundo, Texas, president.

San Angelo, Texas—Gas Plant.—San Angelo Gas Co. will improve plant, including erection of building 30x70 feet; 20 feet high; cost of building and equipment, including mains, \$50,000; product, oil and coke gas for fuel and lights; capacity, 100,000 cubic feet per 24 hours; manager, C. B. Metcalfe.

San Antonio, Texas—Brick Works.—San Antonio Brick Co., capitalized at \$100,000, is proceeding with erection of plant, to have daily capacity of 40,000 bricks, and expects to begin manufacturing within a few months; George H. Craft, president; D. B. Sanders, secretary, and J. M. Bennett, Jr., treasurer.

Schulenburg, Texas—Cotton-oil Mill.—Schulenburg Oil Mill is installing huller system, consisting of 60-ton huller, double shaker and beater, and beater separator system. Machinery has been purchased from Foss Manufacturing Co., Springfield, Ohio.

Sherman, Texas—Machine Shops.—St. Louis & San Francisco Railroad is reported to rebuild machine and blacksmith shops in its north yards. It is understood that four brick buildings costing \$60,000 will be erected and equipped with \$55,000 worth of machinery; J. F. Hinckley, chief engineer, St. Louis, Mo.

Sour Lake, Texas—Lumber Mill.—Thompson & Ford Lumber Co. will erect mill at cost of \$125,000; frame building, 56x176 feet; product, yellow pine and hardwood, 100,000 feet daily; Harry Radstenbren, engineer and architect; A. C. Ford, vice-president; A. E. Kerr, treasurer.

Waco, Texas—Light and Power Plant.—Home Light & Power Co. incorporated with \$25,000 capital stock by J. B. Earle, M. H. Lane and C. A. Boynton.

Weatherford, Texas—Drug Company.—R. W. Kindel Drug Co. incorporated with \$30,000 capital stock by R. W. and W. G. Kindel and W. I. Bullington.

West, Texas—Cotton Mill.—Brazos Valley Cotton Mills has awarded contract for 2080 spindles, to be installed additional to present equipment of 4160 spindles; 210 looms are in position.

Yoakum, Texas—Oil and Mineral Development.—Yoakum Oil & Mineral Co. incorporated with \$10,000 capital stock by L. F. Barnhart, E. Shampaign, H. G. Lange and others.

Wortham, Texas—Cotton-oil Mill.—Wortham Cotton Oil Co. will make improvements to plant; new machinery has been bought to be installed; cost of improvements, \$5000 to \$6000.

VIRGINIA.

Appalachia, Va.—Paving.—C. R. Scharf & Co., Bristol, Va.-Tenn., have contract at about \$8000 to construct eight-foot sidewalks and macadamize streets at Appalachia.

Chilhowie, Va.—Bridge.—H. L. Bonham, D. C. Gollehon and W. G. Baylor will open bids July 22 for construction of steel wagon and foot bridge across the Holston river.

Christiansburg, Va.—Plow and Machine Works.—Christiansburg Chilled Plow & Machine Co. will rebuild plant recently reported burned at loss of \$15,000; plans not fully decided; Aaron Graham, president.

Farmville, Va.—Brick Plant.—Virginia Clay & Material Co. has purchased about 2000 acres of clay lands in Virginia. Contract for machinery has been awarded and engineers are preparing plans for buildings. Company contemplates having an ultimate daily capacity of 500,000 bricks and expects to expend about \$150,000 within 60 days; branch

office in Richmond, Va., in charge of A. F. Matlock, manager.

Lynchburg, Va.—Mill Machinery.—Lynchburg Mill Works has been incorporated with \$5000 capital stock; L. M. Clymer, president and treasurer; Hugh H. Clymer, vice-president; Lacy D. Hines, secretary and manager; plant will be established for rolling, grinding, corrugating, etc.; Lynchburg address, Box 386; principal address, 513 Eugene street, Greensboro, N. C.

Manchester, Va.—Coffee-roasting Plant.—Aragon Coffee Co. is having plans prepared for erection of proposed coffee-roasting plant, warehouse and office building. Construction work will be started within 30 days, and structures are expected to be ready for occupancy by March 1, 1908. W. H. Owens will be general manager.

Norfolk, Va.—Lumber.—Sandy Run Lumber Co. incorporated with \$50,000 capital stock; E. L. Hoagland, Portsmouth, Va., president; S. D. Howell, Como, N. C., vice-president, and J. H. Trant, Jr., of Norfolk, secretary-treasurer.

Norfolk, Va.—Iron Mines.—Norfolk Iron Co. incorporated with \$100,000 capital stock; M. H. Logue, Youngstown, Ohio, president; W. D. Murray, Detroit, Mich., vice-president, and G. W. Dusch, Wheeling, W. Va., secretary-treasurer.

Norfolk, Va.—Crematory.—Board of Control has signed contract with the Decarie Manufacturing Co., Minneapolis, Minn., for erection of proposed crematory to cost \$29,000. (Referred to March 28.)

Petersburg, Va.—Woodworking Plant.—W. E. Dillard Manufacturing Co., recently reformed incorporated, will erect two-story frame and brick building 100x32 feet; will engage in the manufacture of saw handles and general woodworking; architect, W. E. Dillard; engineer, W. P. Payne; president and general manager, W. E. Dillard.

Richmond, Va.—Engraving Plant.—Metropolitan Engraving Co. will be incorporated with \$10,000 capital stock to install and operate engraving plant; W. J. Moran, president; J. A. Sorg, vice-president, and C. B. Stiles, secretary-treasurer.

Richmond, Va.—Gas-plant Improvements.—The schedule of improvements required for the rehabilitation of the city gas works referred to last week is as follows: Apparatus and buildings to enclose them, necessary to effect complete separation of coal and water gas plants, so that respective gases can be condensed, purified and metered separately; installation of 10-foot set standard Lowe water-gas apparatus, capacity of 1,250,000 cubic feet of gas daily; install condensing plant complete, with necessary buildings for coal gas, capacity of 1,600,000 cubic feet of gas daily; increase capacity of present purifying apparatus and buildings so as to provide for purifying 1,600,000 cubic feet of coal gas and 2,500,000 cubic feet of water gas daily; gas mains to be installed: 20-inch main from 14th and Broad to 17th street, 12-inch main from 17th and Broad to Venable street, 12-inch main from 17th and Venable to 29th street and make all cross-street connections, 10-inch main from 6th and Cary to Lombardy street, 6-inch main from 25th and Broad to Venable street, 6-inch main from 29th and Marshall to Venable street; necessary underground tanks for separate tars, gas, steam, water, tar and drainage pipe connections, also photo-metrical apparatus of approved type complete; install complete coal-gas plant of 1,600,000 cubic feet capacity daily; replace 400,000-cubic-foot gas-holder at lower works with modern holder of 600,000 cubic feet capacity. In order to obtain best and most economical results while extensions are being made the improvements should be completed in order enumerated; all must be executed so as not to cause any temporary suspension in operations of works or shortage in supply of gas on hand necessary to maintain sufficient pressure on street mains and to meet demands of consumers. W. P. Knowles, Room 9, City Hall, is superintendent of the city gas works.

Tazewell, Va.—Street Improvements.—City will rebuild about one and one-quarter miles of macadam street. Bids will be received until July 25; E. V. Spotts, Mayor.*

WEST VIRGINIA.

Berkeley Springs, W. Va.—Mineral and Timber Land.—J. W. Scott has purchased mineral and timber land in Berkeley county from H. L. Wise.

Bluefield, W. Va.—Quarries and Sand Banks.—Hale Land Co. incorporated with \$100,000 capital stock by T. W. Kirkbridge and W. S. Becker, both of Bluefield; E. O. Toole, Gary, W. Va., and others to develop quarries and sand banks.

Charleston, W. Va.—Printing Plant.—

Tribune Printing Co. building will be erected at cost of \$35,000 for building and site and \$50,000 for machinery and fixtures; building is being erected by Jas. M. Matthews, secretary of the company; engineer in charge, James McCahon, Pittsburg, Pa.; architects, Rabenstein & Warne; superintendent of plant, S. C. Butler; president, James A. Holley; ground and second floors will be occupied by Tribune Printing Co.; upper floors to be used for storage.

Cherry Run, W. Va.—Coal Mines.—J. W. Nihiser, Hagerstown, Md., has sold 3100 acres of coal lands in Morgan county, West Virginia, near Cherry Run, to Pittsburg (Pa.) capitalists, who will probably undertake development work.

Clayton, W. Va.—Telephone System.—Hinton, Clayton & Glenay Telephone Co. incorporated with \$5000 capital stock by J. S. Graham, D. S. Ballangee and others.

Elkins, W. Va.—Lumber and Land Improvement.—Elkins Improvement Co. incorporated with \$25,000 capital stock by J. E. Heavner, M. A. Kendall, Blake Taylor and others.

Elm Grove, W. Va.—Enameled-Iron Plant.—Wheeling Enameled-Iron Co. will expend \$60,000 in general improvement of plant, doubling present capacity. Betterments will include erection of steel-frame foundry building 110x63 feet. Contract for steel-frame material and steel construction work has been awarded to the Riverside Bridge Co., Martin's Ferry, Ohio, and contracts for other work have been awarded to local contractors.

Fairmont, W. Va.—Bridge.—Marion county and the Fairmont and Clarksburg Traction Co. will build bridge, the latter having agreed to give \$18,000 toward the cost of construction. Address County Commissioners.

Fairmont, W. Va.—Drug Company.—Kenyon Drug Co. incorporated with \$10,000 capital stock by A. B. Morrison, R. L. Morrison, Floyd Stealey, R. S. Conaway and others.

Griffiths, W. Va.—Drilling.—Yawkey & Freeman Drilling Co. incorporated with \$5000 capital stock by J. H. Fuller and Henry Wilson, both of Griffiths, W. H. Yawkey, New York, N. Y., and F. R. Ross and C. H. Freeman, Detroit, Mich.

Hagans, W. Va.—Oil and Gas Wells.—Hagans Oil & Gas Co. incorporated with \$10,000 capital stock by D. F. Morris and M. L. Cordiary, both of Hagans; S. L. Wildman, S. F. Glascock and W. S. Glascock, all of Morgantown, W. Va.

Hardy County, W. Va.—Iron-ore Land Development.—N. Landauer of 443 Broadway, New York city, and 100 Hopkins place, Baltimore, Md., contemplates the organization of a corporation to develop 50,000 acres of iron-ore lands which he owns in Hardy county. Probably arrangements will be made also to build furnaces for making iron. No definite details have been completed as yet.

Hinkle, W. Va.—Timber Development.—J. L. and Will Dean have purchased and will develop timber on a tract of land owned by Samuel Hamilton.

Hinton, W. Va.—Furniture Factory.—Lowe Furniture Co. incorporated with \$50,000 capital stock by C. E. Lowe, O. C. Lowe, J. W. Hedrick and others.

Hinton, W. Va.—Coal Mining.—New River Land Co. incorporated with \$100,000 capital stock by J. H. Miller, Harvey Ewart, T. G. Mann and others.

Huntington, W. Va.—Transportation.—Huntington & Mt. Pleasant Packet Co. incorporated with \$10,000 capital stock by T. J. Klenzing, J. H. Miller, J. B. Stevenson and others to operate steamboat lines.

Huntington, W. Va.—Land Improvement.—Evanston Land Co. incorporated with \$50,000 capital stock by W. V. Roth, W. C. Pollock, E. C. Crow and others.

Kenova, W. Va.—Sawmill.—Kenova Sawmill Co. incorporated with \$25,000 capital stock by S. W. Patton, J. C. Hearne, J. Van Horn and others, all of Catlettsburg, Ky.

Keyser, W. Va.—Publishing.—Tribune Publishing Co. incorporated with \$15,000 capital stock by W. C. Long, W. J. Lauck, C. R. Frey and others.

Mannington, W. Va.—Printing.—Mannington Printing Co. incorporated with \$30,000 capital stock by H. N. Ogden, J. C. Bond, J. C. Keister and others, all of Fairmont, W. Va.

Martinsburg, W. Va.—Stave and Lumber Mill.—Sutton Stave & Lumber Co. incorporated with \$10,000 capital stock by Alexander Parks and J. N. Parks, both of Martinsburg; J. D. Sutton and J. C. Renage, both of Sutton, and F. O. Sutton, Clarksburg, W. Va.

Millpoint, W. Va.—Sawmill.—John Raine & Co. incorporated with \$30,000 capital stock; O. B. Davis, secretary and treasurer; L. G.

Swing, manager; company will erect band-saw mill; cost, with equipment, \$20,000; capacity, 25,000 feet hardwood lumber per day of 10 hours.*

Morgantown, W. Va.—Sanitary Engineering.—Morgantown Sanitary Engineering Co. incorporated with \$5000 capital stock to build and operate incinerating furnace to dispose of garbage; buildings and equipment to cost \$4000 to \$5000; J. W. Jones, general manager; address, Box 435.*

Moundsville, W. Va.—Coal Mines and Coke Ovens.—Partridge Coal & Coke Co. incorporated with \$175,000 capital stock by D. M. Hertzog, Wallace Miller, Max Baum and others, all of Unlontown, Pa.

New Martinsville, W. Va.—Printing Plant.—Valley Printing Co. incorporated with \$5000 capital stock by Graf Alexander, G. S. Snodgrass, R. L. Pemberton and others.

Nicholas County, W. Va.—Coal Mines and Coke Ovens.—Saxman Coal & Coke Co. incorporated with \$50,000 capital stock to mine coal and manufacture coke in Nicholas and Greenbrier counties, West Virginia, by C. A. Ellis, H. L. Shattuck, Roger Ernst and J. E. Carroll, all of Boston, Mass.

Palmer, W. Va.—Lumber.—Smith-Chapman Lumber Co. incorporated with \$75,000 capital stock by R. M. Smith, J. H. P. Smith, George P. Morgan, all of Parkersburg, W. Va., and others.

Parkersburg, W. Va.—Exhaust Mufflers.—Parkersburg Exhaust Muffler Co. incorporated with \$5000 capital stock by John T. Laird, John M. Porter, A. H. Gelfuss and others.

Parkersburg, W. Va.—Carriage Factory.—Logan Carriage Co. incorporated with \$25,000 capital stock by Thomas Logan, Henry Logan, Thomas Page and others.

Parkersburg, W. Va.—Oil Wells.—Big Island Run Oil Co. incorporated with \$300,000 capital stock to drill for oil, having recently purchased 300 acres of shallow territory in Wirt county, which will be immediately developed; James A. Watson of Parkersburg, president; Jake Webber, first vice-president; Mr. Bushbee, second vice-president; G. E. Trump, secretary-treasurer, all of Columbus, Ohio, and C. N. Matheny of Parkersburg, general manager.

Pennsboro, W. Va.—Land Development.—Kanauga Land & Development Co. incorporated with \$50,000 capital stock by C. R. Cunningham, M. K. Duty, Loranna Duty, all of Pennsboro; H. Marsh, Harrisville, W. Va., and others.

Pruntytown, W. Va.—Telephone System.—Pruntytown Telephone Co. incorporated with \$9990 capital stock by R. H. Currey, C. B. Kinsey, G. W. Giles and others.

Ritchie County, W. Va.—Big Island Oil Co. will be incorporated with \$200,000 capital stock by James A. Watson, C. N. Matheny and Mrs. Virginia Caldwell, all of Parkersburg, W. Va.; George E. Trump, George Bushey and others of Columbus, Ohio. Company has purchased at \$32,000 about 300 acres of oil lands in Ritchie county from the Oriental Oil Co., on which five wells have already been drilled with daily production of 24 barrels, and will undertake further developments.

Wheeling, W. Va.—Automobiles.—Wheeling Automobile Co. incorporated with \$10,000 capital stock to manufacture and deal in automobiles by J. C. Stamp, A. A. Wheat, W. C. Handlan and others.

Wheeling, W. Va.—Land Improvement.—Cruger Improvement Co. incorporated with \$50,000 capital stock by W. D. Pinson, J. E. Hughes, C. B. Lemmon and others.

Wheeling, W. Va.—Supplies.—Kell Manufacturing & Supply Co. incorporated with \$50,000 capital stock to deal in plumbing, gas and electrical supplies by H. J. Kell, I. R. Kell, G. S. Walker and others.

William, W. Va.—Lumber Mill.—R. Chaffey's lumber mill, recently reported burned at loss of \$15,000, will be rebuilt and equipped at cost of about \$15,000; building to be 32x130 feet; product, hemlock, spruce and hardwood lumber; capacity, 40,000 to 50,000 feet daily.

INDIAN TERRITORY.

Sulphur, I. T.—Carriage and Buggy Factory.—O. P. Stephens, formerly connected with the W. O. Brown Company, Dallas, Texas, is reported to organize company to establish plant for manufacturing carriages and buggies with an annual capacity of 3000 vehicles.

Tulsa, I. T.—Electric Light Plant.—Tulsa Electric Light Co., recently reported incorporated, will expend about \$15,000 in erection and equipment of 20x40-foot building; will supply 500 lights to Robinson Hotel and direct current to a few subscribers; capacity, 250 horse-power, 125 kilowatts; C. W. Brown, president and manager.

OKLAHOMA TERRITORY.

Cushing, O. T.—Cotton-oll Mill.—Commonwealth Cotton Oil Co. is erecting cotton-oll mill.

Frederick, O. T.—Sewerage System.—W. W. Cook & Son, Junction City, Kan., have contract to extend sewer system, for which \$25,000 of bonds were reported June 27 as having been voted affirmatively; W. P. Bullock, architect and engineer in charge.

Guthrie, O. T.—Cotton Mill.—Pioneer Cotton Mill Co. will build 75x150-foot addition and install 10,000 spindles; present equipment 20,000 spindles.

Lawton, O. T.—Sugar Factory.—Reported that W. C. Faulkner of Wisconsin and associates have let contract to Charles Nicholas for erection of sugar-beet factory.

Lawton, O. T.—Harrow Factory.—Lawton Flexible Harrow Co. incorporated with \$100,000 capital stock by Charles Mitschrich of Lawton, H. Z. McCowan, Snyder, O. T., and L. L. Haworth, Decatur, Ill.

Oklahoma City, O. T.—Paving.—City will advertise for bids on about 55,000 square yards asphalt pavement, with six-inch concrete base. Bids will be received on either hydraulic or Portland cement; W. C. Burke, City Engineer.

Oklahoma City, O. T.—Ice-cream Factory.—Grass Construction Co. has contract to erect brick building, 48x100 feet, for F. W. Connelley to be equipped as ice-cream factory.

Prague, O. T.—Cotton Gln.—Prague Gln Co. incorporated with \$5000 capital stock by J. G. Lindsey and W. N. Hayes, Norman, O. T., and R. J. Dickson, Weleetka, I. T.

Shawnee, O. T.—Cotton-oll Mill.—Shawnee Cotton Oil Co. will make improvements to plant at cost of \$12,000. New boilers and engines will be installed and addition built. Machinery has been purchased and contract let for extension.

Texhoma, O. T.—Land Improvement.—Syndicate Land & Town Co. incorporated with \$200,000 capital stock by George H. Healy of Texhoma, T. C. Rice, Garrett, O. T., and others.

Tribbey, O. T.—Telephone System.—Tribbey-Mardock Farmers' Union Telephone Co. incorporated with \$5000 capital stock by E. W. White and J. J. Roberts, both of Tribbey; C. L. Austin, J. A. Dunbar, J. L. Bohannon, all of Norman, O. T., and others.

Walter, O. T.—Cottonseed-oll Mill.—Walter Oil Mill Co. incorporated with \$75,000 capital stock by J. S. Russ, George D. Latham, J. B. Selman and others.

Woodward, O. T.—Cement and Concrete Factory.—Woodward Cement & Concrete Co. incorporated with \$10,000 capital stock by S. B. Laune, E. P. Burdick and A. Van Pelt.

Woodward, O. T.—Denatured-alcohol Plant.—New State Manufacturing Co., Andrew McBroom, president, Kansas City, Mo., will establish plant in Woodward for manufacturing denatured alcohol from seed of broomcorn.

BURNED.

Arlington, Tenn.—V. R. Harris' stove and heading factory; loss \$4000.

Bowling Green, Mo.—Palace Hotel, owned by Mrs. Emma Davis, Neosho, Mo., and conducted by John Hunter of Bowling Green; loss \$8000.

Commerce, Texas.—Williams Cotton Products Co.'s cotton gln; loss \$5000.

Ellerslie (P. O. Catonsville), Md.—William Manly's barn, stable, garage and carriage-house; loss \$10,000.

Huntsville, Ala.—Calhoun Building; loss about \$50,000.

Jackson, Ala.—C. W. Zimmerman Manufacturing Co.'s sawmill; loss \$40,000.

Kingwood, W. Va.—Gordon Hotel, owned by Dr. A. S. Pratt and occupied by C. W. Sandridge; loss \$10,000.

Knoxville, Tenn.—Southern Extract Co.'s plant damaged; loss \$50,000.

Lebanon, Ky.—Lanham Lumber Co.'s plant; loss \$35,000.

Memphis, Tenn.—Memphis Stoneware Co.'s plant; loss \$80,000.

Montgomery, Ala.—Atlanta & West Point Railroad Co.'s warehouse; loss \$20,000; C. A. Wickersham, Atlanta, Ga., president and general manager; W. N. Cox of Montgomery, superintendent transportation and machinery.

New Decatur, Ala.—J. D. Plemons' sawmill.

Newport News, Va.—Casino Building, owned by the Old Dominion Land Co.; loss \$10,000.

Mount Airy, Ga.—Hotel Monterey; loss \$8000.

Pawhuska, O. T.—E. A. Soderstrom's flour and feed mill; loss \$9000.

Pleasant Hill, Mo.—McDonald Bros. Pileless Scale Co.'s plant; loss \$10,000.
Richlands, Va.—Richlands Brick Co.'s plant; loss \$25,000.

BUILDING NOTES.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

Alexandria, La.—Library.—Contract has not yet been awarded for library building recently mentioned, plans for which were prepared by Crosby & Henkel, 706 Morris Building, New Orleans, La. Building will be fireproof, of brick and terra-cotta construction.

Alexandria, La.—Church.—First Methodist Church has awarded contract to L. H. Baldwin for erection of edifice; gray pressed brick; Bedford stone trimmings; cost \$30,000; H. H. White, chairman building committee.

Alexandria, Va.—Apartment-house.—Fairfax Apartment-House Co. incorporated with \$25,000 capital stock; A. S. Doniphan, president; W. A. Smott, Jr., vice-president, and C. C. Leadbetter, secretary-treasurer. Company has had plans prepared by Oscar Vogt, Nashville, Tenn., for apartment-house; contract has been let to J. D. Knight; building to be 40x100 feet; mill construction; steam heat; gas and electric lighting; cost \$50,000. (Mentioned June 6.)

Asheville, N. C.—Jail Building.—County Commissioners of Buncombe county, Asheville, will receive sealed bids for erection of annex to county jail until August 6. Plans and specifications are now on file in office of Mark L. Reed, chairman Board of County Commissioners; usual rights reserved. (Referred to May 30.)

Atlanta, Ga.—City Hall.—City is considering the issuance of \$500,000 of bonds for erection of city hall in conjunction with new courthouse, for which Fulton county was reported June 13 to vote on the issuance of \$300,000 of bonds. Address The Mayor.

Auburn, Ala.—Dining-hall and Dormitory. Bids will be opened about August 1 for dining-hall and dormitory recently noted to be erected by Alabama Polytechnic Institute; plans prepared by W. T. Warren, Birmingham, Ala.; ordinary construction; steam heat; electric lighting; cost \$25,000. Gen. R. F. Ligon, Montgomery, Ala., may be addressed.

Augusta, Ga.—City Hall.—City Hall Commission has decided to erect City Hall costing about \$200,000, and has appointed subcommittee, consisting of Acting Chairman F. B. Pope, Mayor W. M. Dunbar and City Engineer Nisbet Wingfield, to secure plans.

Augusta, Ga.—Warehouse.—Augusta Gas Co., M. D. Schindler, manager, will erect warehouse for storing stoves, pipe and other material. (This company's proposed extensive improvements, involving an expenditure of about \$100,000, referred to June 27.)

Aurora, Mo.—High-school Building.—Board of Education, care of T. A. Miller, is considering erection of high-school building to cost \$26,000.

Aurora, Mo.—Lodge Building.—Modern Woodmen, care of Dr. Townsend, has had plans prepared by A. Benjamin for erection of lodge building; two stories; 50x90 feet; brick and stone; gas and electricity.

Aurora, Mo.—Church.—Christian congregation, care of Henry Scott, has had plans prepared by Austin, Allen & Co., Joplin, Mo., for erection of edifice to cost \$20,000.

Baltimore, Md.—Dwellings.—Charles H. Gerwig, builder, 809 Fidelity Building, Charles and Lexington streets, will erect 20 three-story brick dwellings with modern conveniences on North avenue, between Smallwood and Bentalou streets, to cost \$80,000.

Baltimore, Md.—Store Building.—Jonas Herman, 616 East Baltimore street, will erect four-story brick store building at southeast corner Baltimore street and Highland avenue.

Baltimore, Md.—Dwelling.—Charles G. Kriel, 719 West Henrietta street, has awarded contract to Henry Pierson & Son, 1009 Hanover street, for the construction of three-story brick dwelling with modern conveniences at southwest corner St. Paul and 31st streets, to cost \$10,000.

Baltimore, Md.—Store Building.—H. P. Cohn Company, 613-615 Broadway, has purchased the building at northeast corner Broadway and Canton avenue and commissioned Louis Levi, architect, American Building, to prepare plans and specifications for the erection of an additional story and remodeling it for department-store purposes.

Lighting and heating systems will be installed. Wm. H. Porter & Son, 505 East Forrest street; Willis & Mason, 324 West Biddle street; James F. Farley, Franklin Building, Baltimore and North streets; Joseph Schamberger, 2122 East Baltimore street, and Otto Goldbach, 321 South Dallas street, are estimating on the work; bids to be in July 15.

Baltimore, Md.—Warehouse.—Daniel Miller Building Co., 30 Hopkins place, has awarded contract to McLaughlin Bros., 100 East Lexington street, for the construction of warehouse at 34 Hopkins place and extending through to Liberty street; seven stories, 32x210 feet; brick with stone base and terra-cotta trimmings; mill construction; electric wiring and fixtures; sanitary plumbing; heating system; elevators; sprinkler system; cost about \$50,000; Wyatt & Nolting, architects, Keyser Building, Calvert and German streets.

Baltimore, Md.—Dwellings.—Oliver H. Reeside, 701 Pennsylvania avenue, has awarded contract to Louis E. Brown, 1712 West Franklin street, for the construction of 14 two-story brick dwellings on Herbert street near Monroe street, to cost \$16,000.

Baltimore, Md.—Dwellings.—Laurence H. Fowler, architect, 347 North Charles street, has prepared plans and specifications for the construction of 16 two-story brick dwellings to be erected on Fort avenue near Latrobe Park by M. W. Hill at cost of \$19,000.

Baltimore, Md.—Store Building.—Dr. W. J. Gascoyne, 2741 North Charles street, will erect store building at 27 South Gay street; two stories; 21x78 feet; brick with stone trimmings; electric wiring and fixtures; sanitary plumbing; heating system. Henry S. Rippel, 7 Clay street; Andrew Knell, Jr., 215 Courtland street; Samuel Sprent, 203 North Pine street, and Joseph Schamberger, 2122 East Baltimore street, are estimating on the construction; Worthington & Ahrens, architects, Law Building.

Baltimore, Md.—Home Building.—An addition will be erected to Margaret Bennett Home, on Franklin near Charles street; four stories; 46x48 feet; brick with stone trimmings; electric wiring and fixtures; sanitary plumbing; heating system. B. F. Bennett, 123 South Howard street; John Hiltz & Son, 3 Clay street; R. H. Frazier & Sons, 229 St. Paul street; W. E. Burnham, Galtier Estate Building, 111 North Charles street, and Morrow Bros., 216 West Saratoga street, are estimating on construction; Charles E. Cassell & Son, architects, Law Building.

Bessemer, Ala.—School and Fire-department Improvements.—City will probably vote on the issuance of \$50,000 of bonds for school and \$7500 for fire department. Address The Mayor.

Big Spring, Texas.—Courthouse and Jail.—Howard county has voted affirmatively the issuance of \$46,000 of bonds to build courthouse and jail; referred to May 30. Address County Commissioners.

Birmingham, Ala.—Apartment Building.—Steel frame and concrete will be used in construction of apartment building lately noted to be erected by E. C. Bowman of Winston-Salem, N. C., after plans by Hook & Rogers of Charlotte, N. C. (For further description see July 4.)

Birmingham, Ala.—Office Building.—Contract is not yet let for office building recently noted to be erected by J. G. Farley of Anniston, Ala., after plans by H. D. Breeding; building to be of steel; nine stories and basement; steam heat; electric lighting.

Bishopville, S. C.—Courthouse.—Sealed bids will be received by Lee County Courthouse Commission, R. W. McLendon, chairman, and W. A. Jones, secretary, until July 23 for erection of courthouse. Contractors can obtain plans and specifications from Edwards & Walter, architects, Columbia, S. C., upon receipt of certified check for \$25, payable to architects. Certified check for \$3000 to accompany each bid; usual rights reserved. Bond in double amount of contract required. (Referred to April 25.)

Bristol, Va.—Church.—Methodist Episcopal church contemplates erecting edifice to cost \$50,000; Rev. E. G. Hutchinson, presiding elder.

Bronte, Texas.—Warehouse.—Farmers' Union Warehouse Co., recently reported incorporated, will erect \$3000 warehouse; architect not selected; J. B. Harrell, secretary; J. H. Stephenson, treasurer.

Bunceton, Mo.—Church.—Miller & Opel, Jefferson City, Mo., are preparing plans for church for Rev. A. D. Johnston; building to be 50x60 feet; brick and stone; cost \$3000.*

Burnet, Texas.—Warehouse.—Burnet Warehouse Co. incorporated by F. Hunsiker, T. W. Gibbs and J. C. Burleson.

Cameron, Texas.—Warehouse.—Farmers'

Union is considering erection of cotton warehouse. It is understood that an association has been organized with B. C. Barnett as president and a committee appointed composed of B. C. Barnett, R. W. Cage, James S. Terry and others.

Catonsville, Md.—Clubhouse.—George A. Nagle, architect, 11 East Pleasant street, Baltimore, Md., will receive bids until July 12 for the construction of two-story frame clubhouse; electric wiring and fixtures; sanitary plumbing and steam-heating system will be installed.

Charleston, W. Va.—Church.—West Side M. E. Church will erect edifice at cost of \$10,000; David Dick, architect and contractor; brick veneer building; 57½x57½ feet; seating capacity, 460; hot-air heating; natural gas and electric lighting; bids to be opened between July 10 and August 10.

Charlotte, N. C.—Residence.—Contract has not yet been let for dwelling to be erected by W. J. Fite after plans by L. L. Hunter; nine-room modern veneered building; to have electric lighting; cost \$6000.*

Charlotte, N. C.—Office Building and Depot. Charlotte Consolidated Construction Co. has had plans prepared by William H. Peeps for erection of office building and interurban depot 40x125 feet; two stories and basement; framework of steel; floors of reinforced concrete; front of enameled brick with enameled terra-cotta trimmings; office trimmings and fixtures of marble and bronze; furnishings of mahogany; in center of first floor will be rotunda, open to the ceiling, 50 feet high, columns and stairways of which will be of marble; first floor will be used by gas and electric department; in rear of main section will be interurban depot to contain waiting-rooms, shower-baths, assembly hall for employees, etc.; platforms around depot and train sheds will be covered; E. D. Latta, president. (Referred to February 7.)

Charlotte, N. C.—Church.—Methodist congregation has awarded contract to J. A. Gardner for erection of edifice; brick; seating capacity 600; cost \$6000; site 125x200 feet.

Chattanooga, Tenn.—Apartment-house.—H. Clay Evans has let contract to Janeway & Co. for erection of apartment-house mentioned May 30; plans prepared by Reardon & Forman; building to be three stories; 75x75 feet; ordinary fireproof construction; gas and electric lighting; fireplaces; cost \$15,000.

Chattanooga, Tenn.—Convent.—Chas. Bearden is preparing plans for convent recently noted to be erected by Dominican Sisters. Building will be of ordinary construction; cost \$12,000 to \$15,000; hot-water heating; gas and electric lighting; bids to be opened July 15. Father Tobin, 810 Georgia avenue, is in charge.

Cherry Valley, Ark.—Warehouse.—Farmers' Union Warehouse Co. incorporated with \$5000 capital stock by J. W. Hook, A. Jordan, W. H. Harrison and others.

Chillicothe, Texas.—Bank Building.—Bids will be received at office of Herring & Laird Banking Co. until July 15 for erection of one-story brick and stone-trimmed bank building. Plans and specifications can be seen at office of Herring & Laird Banking Co. and at office of R. H. Stuckey, architect, Quanah, Texas. Each bid must be accompanied by certified check for \$200, payable to order of Herring & Laird Banking Co.; usual rights reserved.

Cleburne, Texas.—School Building.—M. C. Osborne has contract at \$60,740 to erect high-school building; referred to June 20.

Clinton, S. C.—Dormitory.—Presbyterian College of South Carolina has secured \$7000 for erection of dormitory to be known as "Laurens Hall," plans for which have been prepared by Charles C. Wilson, Columbia, S. C. Bids are being received. Rev. J. C. Shive is interested.

Columbia, Mo.—Agricultural Building.—Missouri State University is having plans prepared by Cope & Stewardson, St. Louis, Mo., for erection of agricultural building; stone; gas and electricity; cost \$150,000; W. B. Peeter, president.

Columbus, Ga.—Car Barn.—Columbus Railroad Co. will erect additional car barn 48x110 feet; two stories; brick or concrete blocks.

Covington, Ky.—Apartment-house.—Thomas Cody is having plans prepared by Lyman Walker for erection of apartment-house; two stories, 45x65 feet; brick; slate roofing; cost \$12,000.

Covington, Va.—Residence.—W. J. Heatwole has contract to erect brick residence for Isaac Clark to cost \$6000.

Cuero, Texas.—Office Building.—J. C. Howerton's office building will be of brick construction. (Recently incorrectly mentioned as concrete-block building.)

Cumberland, Md.—Business Building.—Geo. Grove will erect fireproof building.

Dallas, Texas.—School Building.—H. J. Emmins has contract at \$19,337 to erect four-room public-school building in East Dallas.

Dallas, Texas.—Chapel.—First Congregational Church will erect chapel at a cost of \$5000 to be known as Pilgrim Chapel; Rev. E. M. Clardy, pastor.

Dallas, Texas.—Business Building.—K. Shields & Co. have had plans prepared by Lang & Wittich for erection of business building; three stories; 50x200 feet; brick.

Dallas, Texas.—Office Building.—Land & Wittich, Wilson Building, have purchased site 25x160 feet at \$11,500 on which to erect office building.

Dallas, Texas.—Residence.—R. B. Spencer, Dublin, Texas, is having plans prepared by Sanguinet, Staats & Hill, 334 Wilson Building, for erection of residence to cost \$40,000 in the Munger Addition.

Dallas, Texas.—School Building.—Sacred Heart congregation will erect school building; brick; eight rooms; cost \$20,000. Plans will soon be completed by Overbeck & Willis.

Dallas, Texas.—Residences.—Herbert D. Ardrey, J. D. Day, Collet Munger and J. D. Aldredge, all of Dallas; J. R. Nowlin, Waco, Texas; R. W. Foat, Weatherford, Texas, and Lee Carothers, Nacogdoches, Texas, will each erect residences in the Munger Place Addition, to cost between \$6000 and \$40,000 respectively. Plans are being prepared by Sanguinet, Staats & Hill, 334 Wilson Building.

De Ridder, La.—Jail and Office Building.—City will receive sealed bids until July 15 for city jail and office building. Bids must be addressed to W. J. Sallor, Mayor, and endorsed "Proposals for City Hall." Certified check of 10 per cent. of bid, payable to the Mayor, is required. Plans may be seen on application to the Mayor; usual rights reserved.

El Reno, O. T.—Masonic Temple.—Masonic Lodge will erect three-story brick lodge building. Contract will soon be awarded.

Ensley, Ala.—Store Building.—Oliver Chalfoux, Birmingham, Ala., will erect double two-story brick building, ground floor to contain two storerooms. Construction work has begun.

Esto, Fla.—Warehouse.—Farmers' Union is contemplating erection of warehouse.

Fayetteville, N. C.—Church.—Hay Street Methodist Church has awarded contract to J. Lee Harbin, Lexington, N. C., for erection of edifice; Gothic style of architecture; red pressed brick; black mortar; granite base; stone and terra-cotta trimmings; cost \$25,000 to \$30,000. Plans prepared by Wheeler, Runge & Dickey, Charlotte, N. C.

Fayetteville, Ark.—Church.—First Baptist Church will erect, at cost of \$36,000, church edifice recently mentioned; architect, J. E. Flanders, Dallas, Texas; contractor, J. H. Mellory; building to be 106x55 feet; three stories; brick and stone; hot-air heating; electric lighting; to be completed December 31; Walter A. Whittle, pastor.

Fayetteville, N. C.—Opera-house.—Lafayette Auditorium Co. has completed organization with Dr. J. H. Marsh, president; John Underwood, secretary, and J. G. Hollingsworth, treasurer; company will erect opera-house to cost \$25,000; architect, C. S. McMillan; building to be 55x90 feet, have steam or hot water heating and electric lighting. Charter will be applied for. (Company was reported organized June 6 with \$10,000 capital stock by Mr. Underwood and associates.)

Florence, S. C.—Passenger Station.—Atlantic Coast Line Railway, E. B. Pleasants, chief engineer, Wilmington, N. C., has awarded contract at \$47,000 to C. L. Johnson of Florence for erection of passenger station after plans by Leitner & Wilkins, Wilmington, N. C. Structure will be two stories; pressed brick; Indiana limestone trimmings; tile roof; steam-heating apparatus in basement. (Referred to July 4.)

Fort Smith, Ark.—Depot.—Kansas City Southern Railway is reported to erect depot and make other improvements to its facilities, expending between \$140,000 and \$150,000; A. F. Rust, resident engineer, Kansas City, Mo.

Fort Worth, Texas.—Warehouse.—Texas Planing Mill & Manufacturing Co. will erect two-story frame warehouse 50x190 feet.

Georgetown, S. C.—School.—Georgetown county school building, for which contract was recently noted awarded to John J. Cain, Columbia, S. C., will be of mill construction; hot-air heating; electric lights; cost \$28,310; architect, Chas. C. Wilson, Columbia, S. C.

Georgetown, Texas.—Warehouse.—Georgetown District Farmers' Union Warehouse Co. incorporated with \$3000 capital stock by G. L. Barfield, A. T. Irvine, A. J. Nolin and others.

Greensboro, N. C.—Apartment-house.—C. W. Jennings is planning erection of apartment-house.

Greenville, Miss.—Church.—Catholic congregation has awarded contract at \$28,333 to Fred Hecker for erection of edifice; foundation has already been laid and it is estimated that completed structure will cost \$40,000.

Greenville, S. C.—Auditorium and Fine Arts Buildings.—Greenville Female College is inviting architects to present preliminary plans for auditorium and rooms for fine-arts department; building to be commenced probably late in the fall; E. C. James, president. (Mentioned July 4.)

Hattiesburg, Miss.—Freight Sheds.—Mississippi Central Railroad freight sheds, recently noted to be erected, will be 40x240 feet; platform and freight depot; one story; concrete foundations; brick walls; flat roof, except over platform; electric lighting, to be installed by railroad electrician; cost \$13,000; bids closed; plans by E. Fischer, consulting engineer, Ironton, Ohio.

Houston, Texas.—Office Building.—Plans have been completed by D. H. Burnheim & Co., Chicago, Ill., represented in Houston by W. S. Stevens, for erection of proposed office building for the estate of T. H. Scanlan. Structure will be 11 stories or 150 feet high, with provision for adding four more stories when warranted; 55x161 feet; first three stories of Texas granite, balance of brick and terra-cotta; steel-frame construction; inner court, 40x60 feet, extending from second floor upward, will have walls faced with enameled brick; staircase of marble and metal; corridors and floors throughout building of marble; woodwork in mahogany finish; equipped with two electric elevators, hot and cold water, electric lights, fans, steam heat, etc. (Referred to January 24.)

Irene, Texas.—School.—Irene Independent School District will open bids in about 30 days for erection of school building, for which bonds were recently reported voted; cost, \$5000; J. M. Lewis, president of board. (Bond issue is \$5500, not \$15,500, as was incorrectly reported.)

Jackson, Miss.—Agricultural Hall.—Mississippi Industrial Exposition Co. will erect agricultural hall on the exposition grounds to cost \$10,000.

Jackson, Tenn.—Warehouse.—Farmers' Union Warehouse Stock Co., incorporated by Z. T. Johnson, H. J. Alexander, James Murphy and others.

Jacksonville, Ala.—City Hall and School Building.—City has voted affirmatively the issuance of \$10,000 of bonds to purchase present State Normal School building and assist in erection of new building for the Normal School, plans for which have been adopted. (State Normal School was reported May 30 to expend \$35,000 for enlarging school building and \$10,000 for erection of library, detached from main structure.) Address The Mayor.

Jacksonville, Fla.—Warehouses.—Bids will be received until July 15 for erection (including all material and labor) of two additional brick warehouses for the St. John's River Terminal Co. (composed of the Southern and the Georgia Southern & Florida Railway companies); one building will be two stories high, 210x30 feet; first floor to be used for freight purposes and second floor for general offices of two railroad systems; team tracks paved with vitrified brick, and other trackage facilities will be constructed near the building; second warehouse will be one story high, 210x50, and used for freight purposes. It is also proposed to repair old brick freight station. Plans and specifications can be seen at office of S. F. Parrott, president of company, Macon, Ga., and at offices of W. B. Darrow, superintendent, Jacksonville, Fla.; usual rights reserved.

Jacksonville, Fla.—Bank Building.—Directors of Atlantic National Bank have not decided on plans for new building mentioned recently; 10-story office building is contemplated. Edward W. Lane is president.

Jacksonville, Fla.—Freight and Office Buildings.—Atlantic & East Coast Terminal Co. has awarded contract to W. P. Richardson & Co. for erection of freight and office buildings; J. W. Richardson, engineer in charge.

Jacksonville, Fla.—Bank and Office Building.—Courtland Buckman is erecting his proposed five-story building at cost of \$65,000; ground floor to be occupied by Union Savings Bank; balance of building devoted to offices.

Jacksonville, Fla.—Business Building.—Geo. W. Clark is erecting at cost of \$55,000 the business building mentioned recently and in April; five stories; first and fifth floors to be used by George W. Clark Company; other floors to be made into offices.

Jacksonville, Fla.—Church.—Recent report

that First Unitarian Congregational Church will erect building is found to be incorrect.

Johnson City, Tenn.—Parsonage.—Methodist Episcopal Church has awarded contract to J. D. Weaver for erection of parsonage to cost \$4500.

Kansas City, Mo.—Office Building.—C. H. Shields is having plans prepared by E. C. Faris for erection of office building; six stories; 24 feet wide; steel and concrete; Italian style of architecture; cost \$82,000.

Keyville, Ga.—Store Building.—B. L. Way has awarded contract to the Warthen Block & Tile Co. for erection of concrete-block store building.

Lancaster, Ky.—Hotel.—Lancaster Hotel Co., R. Zimmer, proprietor, will erect The Kengarian hotel at cost of \$12,500; architect, Geo. F. Hutchins, Louisville, Ky.; building to be partly fireproof; 60x60 feet; steam heat; electric lighting; bids asked from reliable contractors; L. L. Walker may be addressed. (Recently mentioned.)

Knoxville, Tenn.—Fire Hall.—Board of Public Works has opened new bids for erection of fire hall in East Knoxville, and A. J. Cloyd is lowest bidder at \$3247. Plans prepared by L. C. Waters. (Referred to May 30.)

Kingstree, S. C.—School.—School district has authorized issuance of \$10,000 of bonds for school building; bids will be advertised; L. Stockley, N. D. Lesene and E. C. Epps. (Mentioned recently.)

Lexington, Mo.—Church.—Methodist Episcopal Church South will erect church edifice, 62x125 feet; steam heat; gas and electric lighting; cost \$30,000; architects, Opel & Miller, Jefferson City, Mo.; C. E. Pattillo, pastor.

Linden, Texas.—Bank Building.—Cass County State Bank, C. H. Nelson, president, will erect brick bank building.

Loch Raven, Md.—School Buildings.—Wyatt & Nolting, architects, Keyser Building, Baltimore, Md., are receiving bids for the construction of two fireproof cottages to be erected for the Maryland School for Boys; two stories, 37x68.6 feet. Hopkins-Barnett Company, Calvert Building; John Cowan, 106 W. Madison street; H. S. Rippel, 7 Clay street; B. F. Bennett, 123 South Howard street; Morrow Bros., 216 W. Saratoga street; John Hiltz & Son, 3 Clay street; Henry Smith & Sons Company, 116 South Register street, and Monmonier & Sorrell, 308 Laurens street, all of Baltimore, Md., and Philip Watts, Pikesville, Md., are estimating on the construction. Bids to be in July 10. Construction of roads and freight facilities are also being considered. Immediate expenditure about \$50,000. Other buildings will also be erected. Maurice Laupheimer, 601 Calvert Building, Baltimore, Md., member of committee. (Referred to June 27.)

Lockesburg, Ark.—Warehouse.—Farmers' Union Warehouse Co. incorporated with \$25,000 capital stock by W. E. Ingram, Robert McLeod, W. B. Thompson and others.

Lumberton, N. C.—School Building.—C. B. Cooper, Wilmington, N. C., prepared plans for school building, contract for which was recently noted awarded to M. W. Dew, Raeford, N. C.; two-story structure, 68x150 feet; steam or hot-water heating; electric lighting; cost \$16,000.*

Madisonville, Ky.—Bank and Office Building.—Madisonville Savings Bank, Lee Gibson, president, will erect bank and office building; two stories; steam heat; site 21x100 feet.

Marvell, Ark.—Warehouse.—Marvell Farmers' Union Warehouse Co. incorporated with \$3000 capital stock; M. M. Caruth, president; G. P. Brown, vice-president, and W. B. Jarrett, secretary-treasurer.

Memphis, Tenn.—Apartment-house.—A. I. Pritchard has had plans prepared for erection of two-story brick apartment-house containing four apartments of six rooms each.

Memphis, Tenn.—Residence.—W. J. Nabors has contract to erect residence for E. E. Whitmer; two stories; brick veneer; eight rooms; cost \$3000. (Referred to May 23.)

Memphis, Tenn.—Church.—Ainsup & Woods have completed plans and specifications for proposed edifice for the Central Methodist congregation. Structure will be 80x120 feet; seating capacity of auditorium, 900; seating capacity of Sunday-school, which will be situated in rear, 1000; terra-cotta and brick; interior finished in ornamental plaster and hardwood; cost \$35,000; Rev. William E. Thompson, pastor.

Memphis, Tenn.—Freight-house.—Illinois Central Railroad Co.'s freight-house, recently noted to be built, will be of mill construction, 1080x37 feet; will have electric lighting; architect, R. E. Gaut, Chicago, Ill.; contractor, Geo. B. Swift Company, Security Building, Chicago, Ill.

Monterey, Tenn.—School Building.—City has voted affirmatively the issuance of \$10,000

of bonds to erect school building. Address The Mayor.

Montgomery, Ala.—Office Building.—N. J. Bell's office building, recently mentioned, will be 10 or 12-story building; details to be given later; architects, Ausfeld & Blount.

Montgomery, Ala.—Warehouse.—Atlanta & West Point Railroad will rebuild warehouse recently burned at a loss of \$30,000; C. A. Wickersham, Atlanta, Ga., president and general manager, and W. N. Cox of Montgomery, superintendent transportation and machinery.

Montgomery, Ala.—College Buildings.—Architect has not yet been chosen for buildings to be erected by Alabama Conference Female College. Several buildings are to be erected on site of 58½ acres, first constructed to be dormitory and main buildings, the latter to cost not less than \$100,000; correspondence with architects desired; J. M. Dannelly, agent; J. M. Mason, chairman building commission, Eufaula, Ala. (Mentioned June 27.)

Moss Point, Miss.—Bank Building.—Bids will be received until July 22 for erection of bank building according to plans and specifications by Drago & Smith, architects, 405 Cosmopolitan Bank Building, New Orleans, La.; certified check \$200; bond \$3000; usual rights reserved.

Mount Vernon, Mo.—Buildings.—Sealed proposals will be received by board of managers of Missouri State Sanatorium at Mount Vernon until July 13, to be opened at office of Dr. William Porter, Room 422 Commercial Building, St. Louis, Mo., for erection of two-story brick patients' villa. Plans and specifications on file at institution, and copies may be obtained by applying to H. H. Hohenschild, architect, Rolla, Mo. Certified check of \$500 must accompany each bid; usual rights reserved; Dr. J. L. Eaton, Blamark, Mo., president board of managers.

Nashville, Tenn.—Fair Building.—Davidson County Court has voted affirmatively an appropriation of \$25,000 for erection of county building with 80,000 square feet of floor space at the State Fair. (Referred to June 30.) Address County Commissioners.

Natchitoches, La.—Warehouse.—Natchitoches Parish Farmers' Union has been organized with \$3500 capital stock to erect district cotton warehouse with capacity of 32,000 bales; H. W. Huffman, president; W. M. Gallion, vice-president, and Ed Sanders, secretary-treasurer. (Referred to May 23.)

New Orleans, La.—Store Buildings.—D. Mercier will erect nine store buildings, each to be probably two or three stories high; three structures will be 85x90 feet, and three other buildings will be three stories high and adjoin the Bruno Hotel, ground floor of which will be used for store purposes and upper stories be continuation of the hotel, adding 125 rooms. Mr. Mercier will also erect another story to business building, dimensions of which are 200x150 feet.

New Orleans, La.—School.—School Board has awarded contract to Muir & Frombey, 211 Camp street, for construction of school-house recently noted. Plans were prepared by W. J. Hardee, City Engineer; two-story-and-basement building; hot-water heating; cost \$46,000.

New Orleans, La.—School Buildings.—E. T. Hardee, City Engineer, has submitted report to finance committee and recommends the acceptance of the bid of the United Construction Co. at \$48,947 for erection of two-story brick school building in square bounded by Dryades, Baronne, Amelia and Foucher streets, and of Muir & Frombers at \$45,110 for erection of two-story brick school building at Nashville avenue and Annunciation street.

Noma, Fla.—Warehouse.—Noma Mercantile Co. is reported to erect warehouse.

Oklahoma City, O. T.—Residence.—J. M. Noble, vice-president and general manager Pioneer Telephone Co., will erect residence; two stories and basement; brick veneer; cost \$15,000.

Oklahoma City, O. T.—Church.—Southern Presbyterian congregation will have plans prepared for erection of brick edifice to cost \$10,000; T. D. Turner, S. H. Milles and R. N. Powell, trustees; Rev. Mr. Galbreath, pastor.

Paragould, Ark.—Residence.—J. D. Block is having plans prepared by Charles L. Thompson, Little Rock, Ark., for erection of residence; two and one-half stories; brick and stone; gas and electricity; cost \$30,000.

Pembroke, Ky.—Hotel.—Salubria Springs Hotel Co. incorporated with \$30,000 capital stock by J. B. Carter, J. W. Cross and D. L. Lander to establish summer resort at Salubria Springs, erecting hotel, etc.

Petersburg, Va.—Residence.—Bartlett Roper, Sr., has contracted for erection of residence to cost \$10,000.

Petersburg, Va.—Passenger Station.—Norfolk & Western Railway is reported to build passenger station; C. S. Churchill, chief engineer, Roanoke, Va.

Portsmouth, Va.—Office Building.—Seaboard Air Line Railway, W. L. Seddon, chief engineer, Portsmouth, Va., is reported as having had plans prepared for erection of office building.

Potosi, Mo.—Courthouse.—Sealed proposals will be received by County Court of Washington county until July 27 for erection of brick courthouse at Potosi. Plans and specifications are on file at office of John O. Long, Clerk of County Court, Potosi, and copies may be had by applying to H. H. Hohenschild, architect, Rolla, Mo.; Lewis A. Page, presiding judge; Thomas H. B. Paul, Owen S. Martin, associate judges. (Referred to April 4.)

Pulaski, Tenn.—Courthouse.—County Court of Giles county has appropriated \$40,000 additional for erection of entirely new courthouse to replace structure recently burned, for which \$25,000 was appropriated in April. Total cost of building will be about \$75,000; W. P. Hart, secretary Board of Commissioners. (Referred to May 23.)

Reidsville, N. C.—Hotel.—Reidsville Hotel Co. incorporated with \$100,000 capital stock by the Review Company, William Young, J. H. Burton, James Robinson and others.

Richmond, Va.—Y. M. C. A. Building.—William R. Dougherty, Philadelphia, Pa., has contract to erect proposed building for the Young Men's Christian Association, and is soliciting sub-bids on all branches of work. Structure will be four stories high with basement and cost \$150,000. (Referred to June 6.)

Richmond, Va.—Building.—Richmond Academy of Medicine & Surgery has made no plans for erection of clubhouse recently reported.

Roanoke, Va.—Market-house.—H. H. Hugins has about completed plans and specifications for proposed improvements to the old City Market-House, for which about \$25,000 will be expended. An addition 50x75 feet will be built. (Referred to March 28.)

Roxboro, N. C.—School Building.—City will proceed at once with erection of proposed school building, for which \$20,000 of bonds were voted at a recent election. Plans are being prepared by Hook & Rogers, Charlotte, N. C. (Referred to July 4.)

Ruskin, Tenn.—School Buildings.—Ruskin Cave Real Estate Co. will erect three-story building, 34x52 feet, for school purposes; other buildings are to be erected. W. H. Petersinn is engineer and R. J. Kelly manager. (This company was mentioned June 20 as incorporated and to develop Ruskin Cave and College, build dams and operate water-works in connection with college.)

Sabillasville, Md.—Sanitarium.—Tuberculosis Commission, John Walter Smith, chairman, has awarded contract to Henry Smith & Sons Company, 116 South Register street, Baltimore, Md., for erection of administration building at Sabillasville after plans by Wyatt & Nolting, Keyser Building, Baltimore, Md.

San Antonio, Texas.—Warehouse.—Hillyer-Deutsch-Jarratt Company has contract for warehouse to be erected for Fannie L. Haef at cost of \$30,000; Atlee B. Ayres, architect; brick building; 100x100 feet; electric lighting; electric elevator.

San Antonio, Texas.—Clubhouse.—Country Club has awarded contract at \$28,535 for erection of clubhouse.

San Antonio, Texas.—Freight Depot and Terminal Facilities.—Atchinson, Topeka & Santa Fe Railway, J. Dun, Chicago, Ill., consulting engineer, is reported to erect freight depot and make extensive improvements to terminal facilities.

San Antonio, Texas.—Postoffice and Custom-house.—P. T. Shields has submitted bid at \$51,500 to enlarge and remodel postoffice and custom-house, for which \$45,000 has been appropriated by Congress.

Somerset, Ky.—Bank Building.—Farmers' National Bank will erect stone bank building; contract will soon be awarded.

South Boston, Va.—School.—Trustees of South Boston School District will erect schoolhouse for which bonds were recently reported voted; architect, C. M. Robinson, Richmond, Va.; brick building, to contain 12 large schoolrooms, assembly hall, cloak-rooms, basement, etc.; ordinary construction; steam heat; cost \$20,000 for building and furniture.

Spartanburg, S. C.—Church.—John B. Cleveland is having plans prepared by L. D. Proffitt, Glenn Building, for erection of church at Whitney Mills; stone foundation; brick walls; cost about \$5000.

Stillmore, Ga.—School Building and Dormitories.—City will vote August 12 on the

issuance of \$15,000 of bonds to erect school building, purchase site and build two dormitories. Address The Mayor.

St. Louis, Mo.—Mercantile Building.—Holbrook-Blackwelder Realty Co. is having plans prepared by H. F. Roach for mercantile building; six stories; 35x106 feet; brick and stone; reinforced concrete; cost \$50,000.

St. Louis, Mo.—School Building.—Wm. B. Ittner has prepared plans for manual-training school; three stories; 128x157 feet; brick and stone; steam heat; cost \$50,000.

St. Louis, Mo.—Warehouse.—Board of Education is having plans prepared by Wm. B. Ittner for warehouse; three stories; 171x145 feet; brick and stone; asphalt floors and stairs; cost \$50,000.

St. Louis, Mo.—Apartment-house.—Mullanphy Relief Benefit Association is having plans prepared by Barnett, Haynes & Barnett for apartment-house; three stories; brick and stone; gas and electricity; cost \$100,000.

St. Louis, Mo.—Garage.—Wm. F. Little is having plans prepared by J. C. Rankin for erection of garage; two stories; 125x150 feet; brick and stone; gas and electricity; cost \$40,000.

St. Louis, Mo.—Building.—Cross Street Realty Co., subsidiary corporation of the Mercantile Trust Co., has leased site on which to erect building 22x127 feet, plans for which are now being prepared by J. L. Wees.

St. Louis, Mo.—Business Building.—Washington University Corporation has purchased site 187x200 feet on which to erect buildings; nine stories; slow-combustion type; cost \$350,000. Eames & Young have prepared plans and specifications and will superintend construction work. Building will be occupied by the Graham Paper Co.

Sumter, S. C.—School Building.—City Board of Education will receive bids until July 16 for erection of high-school building according to plans and specifications by A. W. Todd, Charleston, S. C. Plans may be obtained from C. M. Hurst, secretary Board of Education, or A. W. Todd, architect. Each bid must be accompanied by certified check for \$500. Bond of \$5,000 required; usual rights reserved.

Tarboro, N. C.—Lodge Building.—Concord Lodge No. 58, A. F. & A. M., will erect three-story lodge building; pressed brick and stone; 26x100 feet; steam heat; electric lighting; cost \$20,000; architect, H. W. Simpson, Newbern, N. C.; contractor, D. J. Phipps, Newport News, Va.

Temple, Texas.—Hospital.—E. L. Dolen has contract to erect addition to the King's Daughters' Hospital; two stories; 10 rooms; basement of pressed brick, with artificial cement stone trimmings; contract price \$10,000. Plans have been prepared by A. O. Watson, Austin, Texas.

Thurber, Texas.—Hotel.—Texas & Pacific Coal Co., W. X. Gordon, vice-president and general manager, will erect brick hotel.

Wadesboro, N. C.—School Building.—W. T. Brasington has contract to erect temporary graded school building; two stories; 24x78 feet; frame; to accommodate 300 to 400 pupils.

Washington, D. C.—Apartment-house and Office Building.—Ben B. Bradford, 1336 New York avenue N. W., has purchased buildings at 904-906 and 910 14th street N. W. and will remodel one of the buildings for apartments and the other for offices.

Washington, D. C.—Dwelling.—Robert E. Heater, 612 Colorado Building, has awarded contract to G. H. Grier, 2314 Champlain street, for the construction of two-and-one-half-story brick dwelling with electric wiring and fixtures and hot-water heating system at 5431 Connecticut avenue N. W. to cost \$8000; Frederick A. Fletcher, architect, 619 14th street N. W.

Washington, D. C.—Dwelling.—E. Francis Riggs, National Safe Deposit & Trust Co., New York avenue and 15th street N. W., has awarded contract to John S. Larcombe, 808 17th street N. W., for the erection of addition to dwelling at 1311 Massachusetts avenue N. W.; two stories and basement; 17x24 feet; electric wiring and fixtures; cost \$5000; Appleton P. Clark, Jr., architect, 605 F street N. W.

Washington, D. C.—Dwelling.—Duncan C. Phillips, 1600 21st street N. W., has awarded contract to Wm. P. Lipscomb & Co., 1405 F street N. W., for the construction of addition to his dwelling; one story; 41x60 feet; reinforced-concrete floor; electric wiring and fixtures; cost \$12,000; Hornblower & Marshall, architects, 1516 H street N. W.

Washington, D. C.—Dwellings.—L. E. Breuninger, builder, 1122 Lamont street N. W., will erect two semi-detached dwellings on New Hampshire avenue; N. R. Grimm, architect, 627 F street N. W.

Washington, D. C.—Dwellings.—L. E.

Breuninger, builder, 1122 Lamont street N. W., will erect three three-story brick dwellings with electric wiring and fixtures and hot-water heating systems at 1846-1850 Irving street; N. R. Grimm, architect, 627 F street N. W.

Washington, D. C.—Dwellings.—N. R. Grimm, architect, 627 F street, will take bids on construction of two-and-one-half-story stone, brick and pebble-dash dwelling with electric wiring and fixtures and hot-water heating system to be erected at Chevy Chase.

Washington, D. C.—Dwellings.—Harry Wardman, builder, 1333 G street N. W., will erect four two-story brick dwellings with hot-air heating systems at 1336-1342 Newton street to cost \$6000; A. H. Beers, architect, 1333 G street N. W.

Washington, D. C.—Hospital Building.—Bureau of Supplies and Accounts, E. B. Rogers, Paymaster-General, Navy Department, will receive bids until July 16 for constructing additions to Naval Hospital, foot of 24th street N. W. Plans and specifications can be obtained from Wood, Donn & Deming, architects, 808 17th street N. W., upon payment of \$5. Blank proposals, referring to Schedule 65, can be obtained from the Bureau.

Washington, D. C.—Stable.—The Water Department has recommended to District Commissioners that stable to accommodate 30 horses be erected in rear of pumping plant on Bryant street.

Washington, D. C.—Dwelling.—David G. Cheesman, 21 S street N. W., has awarded contract to Potomac Concrete Construction Co., 1410 H street N. W., for the construction of two-story pebble-dash dwelling with electric wiring and fixtures and hot-water heating system at 1021 Newton street, to cost \$5000.

Washington, D. C.—Dwellings.—Frank Riggs has awarded contract to Peter Fersinger, 1 N street N. W., for the construction of seven two-story brick dwellings at 1710-1730 V street N. W., to cost \$16,000; A. M. Schneider, architect, Bond Building.

Washington, D. C.—Dwelling.—George Whittell of California has commissioned Hornblower & Marshall, architects, 1516 H street N. W., to prepare plans and specifications for dwelling with all modern conveniences to be erected on Dupont circle at cost of about \$30,000.

Washington, D. C.—School Building.—Reform School, Crosby S. Noyes, president of board of trustees, Bladensburg pike, will receive bids until August 1 for the construction of one family building on the grounds of the school. Plans can be obtained either from the superintendent of the school or from Francis H. Duehay, chairman of building committee, The Burlington, 1120 Vermont avenue N. W.

Washington, D. C.—Administration Building.—Carnegie Institution, Robert S. Woodward, president, Bond Building, 14th street and New York avenue, will receive bids until July 15 for the construction of administration building at southeast corner 16th and P streets N. W.; one story and basement; 90x100 feet; stone or marble exterior; fire-proof construction throughout; electric wiring and fixtures; sanitary plumbing; heating system; cost about \$300,000. Among those estimating on construction are Richardson & Burgess, Colorado Building; Norcross Bros. Company, Colorado Building; and George A. Fuller Company, Munsey Building; Carrere & Hastings, architects, 27 East 41st street, New York city.

Washington, D. C.—Dwelling.—Edson Bradley has awarded contract to George Hill, 12 West 40th street, New York city, and 1328 Connecticut avenue N. W., Washington, D. C., for the construction of dwelling at 1328 Connecticut avenue N. W.; two-and-one-half stories; 33x55.8 feet; brick with limestone and granite trimmings; slate roof; electric wiring and fixtures; sanitary plumbing; steam-heating system; elevator; cost \$100,000; Howard Greeley, architect, 12 West 40th street, New York city.

Washington, D. C.—Dwellings.—L. E. Breuninger, builder, 1122 Lamont avenue N. W., will erect two two-story brick dwellings with hot-water heating systems at 3526 and 3528 New Hampshire avenue, to cost \$9000; N. R. Grimm, architect, 627 F street N. W.

Washington, D. C.—Dwellings.—Charles W. King, builder, 1311 G street N. W., will erect 10 dwellings on Kenyon street, between 6th and 7th streets N. W.; two stories; brick with stone trimmings; slate roof; electric wiring and fixtures; sanitary plumbing; hot-water heating systems; cost \$33,000; N. T. Haller Company, architect, Corcoran Building, 15th and F streets N. W.

Washington, D. C.—Store Building.—Jas. B. Henderson, 933 F street N. W., has awarded contract to Thomas C. Henderson, 417 Corcoran Building, for the construction of store building at 1108 G street N. W.; five

stories; 25x116 feet; brick with granite and limestone trimmings; structural iron and steel; electric wiring and fixtures; sanitary plumbing; steam-heating system; elevator; cost \$25,000; Marsh & Peter, architects, 530 13th street N. W.

Waxahachie, Texas.—Passenger Station.—Trinity & Brazos Valley Railway is reported as having awarded contract to L. R. Wright, Dallas, Texas, for erection of passenger station; gray brick; cost \$15,000; P. G. Burns, Fort Worth, Texas, chief engineer.

Wheeling, W. Va.—Apartment-house.—J. S. Stone will erect apartment-house; four stories; stone, cement and frame; cost \$18,000.

Whitecastle, La.—School.—Contract for erecting the high-school building recently noted has been awarded to Aug. Barbay of Plaquemine, La., at \$21,200. Specifications include pressed brick, steam heating, plumbing, slate roof, blackboards and all necessary materials required for an up-to-date building in accordance with plans and specifications prepared by Andrew J. Bryan, architect, 708 Hennen Building, New Orleans, La., who will give further information.

Williamstown, W. Va.—Glass Works.—Fenton Art Glass Co. will make improvements to plant, including installation of melting tank, which will increase output of plant \$25,000 per year; three extra shops and 12 new pots in furnace.

Wilmington, N. C.—Fire Station.—City will expend \$8000 in erection of fire station mentioned June 27; architects, McMillen & Cooper, Southern Building; two-story structure; 57x70 feet; electric lighting and fire-alarm connection; stall guards and poles; plumbing.

Wise, N. C.—Hotel.—Wise Hotel Co., recently reported incorporated, will erect frame hotel at cost of \$3500; 32x130 feet; hot-air heating; architect and contractor, A. B. Spencer.

Woodlawn, Ala.—Church.—Baptist congregation, Rev. Austin Crouch, pastor, will erect edifice; brick and stone; 153 feet long; auditorium 75 feet wide, with seating capacity of 1000; Sunday-school room 92 feet wide, with seating capacity of 500, and reception-room seating 300; cost \$40,000. Plans have been prepared by the La Belle-Kribbs Company, Title Guarantee Building, Birmingham, Ala. Construction work will begin within 30 days. J. B. Gibson, W. E. Perryman, J. D. Burris and others compose building committee.

Zulch, Texas.—Warehouse.—Farmers' Union Warehouse Co. incorporated with \$2000 capital stock by A. S. Lang, W. W. Barnett and J. M. Lafevre.

RAILROAD CONSTRUCTION.

Railways.

Aberdeen, Miss.—Reported that a deal has been closed in Chicago to finance an electric railroad from Aberdeen to Columbus, Miss. Hamilton E. Reynolds of Aberdeen is said to be the promoter. A later report says that the Columbus, Memphis & Pensacola Railway Co. is to begin work immediately, and has elected officers as follows: H. E. Reynolds, president; G. Y. Reynolds, vice-president; B. L. Reynolds, general manager, all of Aberdeen; Charles B. Hopkins of Columbus, Miss., secretary and treasurer; directors, Walter Weaver, W. C. Banks, C. F. Sherrod, John R. Maxwell, all of Columbus; H. J. Jennings, Water Valley, Miss.; H. E. Reynolds, Aberdeen.

Ada, I. T.—Reported that J. C. Cameron of New York city proposes to build an electric railway from Ada to Crystal Springs, 13 miles, including a street railway in Ada.

Anderson, S. C.—The extension of the Anderson Traction Co. from Anderson to Belton has been completed and a car operated; length 10 miles.

Anniston, Ala.—The Anniston & Columbus Railway Co. has been granted right of way in Anniston. W. H. Weatherly of Bell & Weatherly is president.

Austin, Texas.—Thomas Moore of Eliza beth, N. J., is reported as saying that charter will be filed soon for the proposed electric railway from Austin to Lockhart, Texas.

Birmingham, Ala.—The Atlanta, Birmingham & Atlantic Railway will, it is reported, build near Birmingham yards a mile long and 400 feet wide. They will be on the Owen lands and the Green lands. Large yards will also be established at Hueytown. Alexander Bonnyman is chief engineer at Atlanta, Ga.

Boatwicks, Ga.—The Boatwicks Railroad is reported finished from Boatwicks to Apalachee, Ga., six miles.

Bunkie, La.—The Louisiana East & West Railroad Co. has laid 27½ miles of track on its 40-mile line from Bunkie to Eunice, La.

J. B. Paul, general superintendent of the Texas & Pacific, is reported as saying that he knows nothing about extending the East & West Line to Jennings, La.

Burnside, Ky.—The Cumberland River & Nashville Railroad Co. is reported to be pushing work on its first section from Burnside to Monticello, 20 miles. The line is to be completed by December. James Denton of Somerset and others are directors.

Canyon City, Texas.—The Canyon City & Northern Railroad Co. has been chartered to build a line from Canyon City to Yarnell, 36 miles. The incorporators are C. T. Wood, L. G. Connor, W. F. Heller, J. M. Black, D. W. O'Keefe, J. C. Pipkin and L. C. Laid.

Central City, Ky.—The Caney, Piedmont & Morehead Railroad Co. has been chartered to operate the Caney & West Liberty Railroad between Cannel City and Piedmont. The line may be extended. The incorporators are S. J. Glah of Central City, Ky.; V. J. Blow of Nashville, Tenn.; E. C. Hegam, W. F. Tafel, W. H. Netherland, Bernard Flexner and Karl Keller.

Chattanooga, Tenn.—The Southern Railway is reported to have completed 14 miles on the Stevenson extension, which will be 41 miles long, while work is under way on 11 miles. Four miles of the road will be in tunnels and bridges under contract, but on 12 miles of the line work has not yet been started.

Columbus, Ga.—Reported that Stone & Webster have made a survey for an electric railway from Columbus to West Point, Ga.

Dallas, Texas.—The Trinity & Brazos Valley Railway has completed its line into Dallas, and is now operating trains to and from Waxahachie.

Elberton, Va.—The Tug River Lumber Co. of Bristol, Tenn., will, it is reported, extend its narrow-gauge line from Elberton to the headwaters of Powells river.

Eldorado, Ark.—The Eldorado & Wesson Railroad is reported to have laid three miles of track on its line of 10 miles to Wesson, Ark. James Harrington of Hot Springs, Ark., is chief engineer.

Enid, O. T.—The Enid, Blackwell & Osage Interurban Traction Co., capital \$1,000,000, has been chartered to build a line 85 miles long from Enid to Pawhuska, O. T. The incorporators are George W. Bear, Frank Bradford, S. I. Hudkins, John R. Clover and Guy S. Manatt, all of Enid.

Enid, O. T.—A charter has been granted to the Enid, Waukomis & Oklahoma City Interurban Railway Co. of Waukomis to build 100 miles of line from Enid via Waukomis to Oklahoma City; capital \$200,000. The incorporators are R. N. Brittain, president; J. A. Butler, treasurer; Charles Moore, secretary; Dr. S. F. Scott, A. H. Drew and J. B. Campbell, all of Waukomis, and Valentine Johnson of Enid.

Fairmont, W. Va.—The Blodgett Construction Co. of Wheeling is reported to have begun work on the Fairmont & Mannington Electric Railway, to be 15 miles long.

Fairmont, W. Va.—Reported that contract for building the Fairmont & Mannington Electric Railway has been awarded to the Blodgett Construction Co. of Wheeling, W. Va., the line to be in operation in November; cost of construction, about \$400,000.

Fairmont, W. Va.—Mr. J. H. Wheelwright, vice-president of the Fairmont Coal Co., writes the Manufacturers' Record that there is no foundation in any rumors to the effect that the company is negotiating for right of way of the Buckhannon & Northern Railroad. This denies a report that the coal company desires the roadbed from Fairmont to Belington, W. Va., to build an electric railway.

Flovilla, Ga.—Capt. W. F. Smith of the Flovilla & Indian Spring Railway, informs the Manufacturers' Record that the Bibb Power Co. of Macon, Ga., is surveying for a railroad from either Flovilla or Jackson to a point on the Okmulgee river, where they will erect a power plant, and this line will be part of a connecting link between Griffin and Social Circle. It is not stated when construction will begin. Railway is to be about 35 miles long, connecting Griffin, Jackson, Monticello, Social Circle, Madison and Athens, Ga.

Foley, Ala.—Reported that the Bay Minette & Fort Morgan Railroad (Louisville & Nashville system) will build an extension of nine miles from Foley to Palmetto Beach. W. H. Courtenay is chief engineer at Louisville, Ky.

Fort Monroe, Va.—Bids are being received until July 30 for rebuilding and extending the railroad at Fort Monroe. Address Capt. N. H. C. Kelton.

Fort Ogden, Fla.—The Charlotte Harbor & Northern Railroad has, it is reported, completed its line from Fort Ogden Junction to Charlotte Harbor.

Fort Smith, Ark.—The Kansas City Southern Railway, it is reported, will build a new terminal in Fort Smith. A. F. Rust is engineer at Kansas City, Mo.

Fort Worth, Texas.—John J. Fox of Fort Worth has been awarded the contract, it is reported, for ballasting about 200 miles for the Rock Island, mostly in Texas.

Griffin, Ga.—The Central of Georgia Railway is reported to be increasing the size of its yards here from 250 cars to 750 cars, and four miles of double track are being laid through Griffin.

Groveton, Texas.—Contract for the first 20 miles of the North & South Texas Railroad, which is to run from Groveton to Lufkin, 36 miles, has been let to Cox & Chessner and C. M. McConnelco. P. A. McCarthy of Lufkin is chief engineer.

Heath Springs, S. C.—The Central of South Carolina Railway is reported to have built seven and one-quarter miles of track from Heath Springs to quarries.

Hendersonville, N. C.—The Southern Railway is reported to have let a contract to C. T. Kershaw of Talladega, Ala., to straighten line on the Asheville and Spartanburg route near Hendersonville and also to improve the grade.

Hendersonville, N. C.—The Hendersonville Lake, Land & Power Co. proposes to build an electric railway through Hendersonville and around its projected lake, continuing the line to Asheville, N. C., and probably to Lake Toxaway.

High Point, N. C.—T. S. Bell, manager for Lane Bros., contractors, is reported as saying that bids are being received for the construction of the Carolina Valley Railroad from Thomasville to High Point, N. C. Address Lexington, N. C.

Houston, Texas.—The Weber-Duller Construction Co. of Houston, capital stock \$250,000, has been chartered by David M. Duller, Jacob C. Baldwin, A. V. Kellogg, J. U. Jones, Carl Weber and G. P. Nash, probably for railroad work.

Lawton, O. T.—G. W. Phillips is reported to have finished grading on the Wichita Falls and Frederick line of the Wichita Falls & Lawton Railway and to have moved his forces to a point on the line six miles south of Lawton.

Lawton, O. T.—The Kansas City, Mexico & Orient Railway is reported to be securing right of way for a branch from Sentinel southeast to Lawton, about 70 miles, via Hobart, Saddle Mountain, along Medicine creek and through the Fort Sill reservation. The branch may be extended eastward to Sulphur, I. T., about 100 miles more. M. P. Paret is chief engineer at Kansas City, Mo.

Lexington, Ky.—A special meeting of the Lexington & Interurban Railway Co. is called in Philadelphia to discuss plans for improvements and for building new lines of electric railway.

Macon, Mo.—The Bevier Southeastern Railway Co. of Macon, capital \$30,000, has been incorporated by Charles S. Keith, John A. Sargent, Daniel B. Holmes, E. E. Riley and others.

Macon, Ga.—The Georgia Securities Co., which is to build the proposed Interurban electric railway from Atlanta to Macon and Albany, Ga., at a meeting in Atlanta elected officers as follows: W. J. Massee of Macon, president; Seaton Grantland of Griffin, Ga., vice-president; John T. Moore, secretary and treasurer; S. C. Davis, assistant secretary and treasurer; Roland Ellis, general counsel, all of Macon; directors, W. J. Kincaid, Seaton Grantland, W. J. Massee, John T. Moore, Roland Ellis, Minter Wimberly, Isaac Lipstone, J. Willie Pope, Clifford L. Anderson. Engineering work is completed and considerable of the right of way secured. Construction is expected to begin soon.

Millry, Ala.—Construction is under way on the Tombigbee Valley Railroad from Millry to Butler, Ala., 35 miles, via Redemption and Silas, the contractors being L. C. Smith & Son of Birmingham and T. C. Beatty of Millry. Two miles are completed and six miles are graded.

Morgantown, W. Va.—A dispatch from Parkersburg says that the Brady Construction Co. denies the press report that it has been given the contract to build the Buckhannon & Northern Railroad from Morgantown to the Pennsylvania State boundary.

New Iberia, La.—The Bayou Teche Railway & Light Co. is reported to have completed survey from New Iberia to and through Jeanerette, La. C. W. Reynolds is chief engineer and H. R. Fine vice-president. The latter is reported as saying that the line is practically ready for construction.

Pawhuska, O. T.—The Oklahoma & Golden City Railroad Co., capital \$12,000,000, has been chartered to build a line from Pawhuska to

Jefferson City, Mo., 270 miles, with a branch from Climax Springs to Springfield, 75 miles. The incorporators are E. M. Dempsey, J. D. Scarborough, John Wimberly and E. E. Grinstead of Pawhuska, A. J. Bauer, L. C. Lohman, Winfield Pope and C. J. Miller of Jefferson City, W. K. Palmer and O. E. Wheelock of Kansas City, John Griesel and William Reed of Golden City, Mo.

Pensacola, Fla.—President O. L. Bass of the Pensacola, Alabama & Georgia Railroad Co. writes the Manufacturers' Record confirming the report of its application to charter and the names of its officers. All are residents of Pensacola excepting W. C. Verreen, whose address is Colquitt, Ga. Mr. Bass says: "We believe this proposed road will be built and that its extent is more far-reaching than appears in the articles of incorporation."

Reldsville, N. C.—Survey is reported progressing for the Rockingham & Caswell Railroad from Yanceyville via Locust Hill, Eastland, Ashland, Lenox Castle, Thompsonville, Reldsville, Wentworth, Leakeville and Spray to Stoneville, N. C.

Roanoke, Ala.—Since January 1 the Atlanta, Birmingham & Atlantic Railway has laid 28 miles of track on its extension to Birmingham. Construction is also under way on the branch from Chalybeate, Ga., to Atlanta, Ga.

San Antonio, Texas.—Reported that the Southern Pacific Railway will increase its terminals at San Antonio 100 per cent. A. V. Kellogg is engineer maintenance of way at Houston, Texas.

Sanford, Fla.—The Atlantic Coast Line, it is reported, will increase its yard facilities at Sanford. T. S. Tutwiler is engineer of roadway at Savannah, Ga., and D. W. Gross is engineer of construction at Wilmington, N. C.

Springfield, Ga.—The Brinson Railway is reported to have completed 25 miles of line from Savannah to Springfield, Ga., and to be continuing work beyond Springfield to Athens, Ga., 160 miles.

Statesville, N. C.—The Statesville Air Line is reported to have arranged with R. L. Greenlee of Marion, N. C., to make preliminary survey for its proposed line from Statesville to Mount Airy.

Statesboro, Ga.—The William J. Oliver Co. is reported to have already graded 10 miles of line on the Savannah, Augusta & Northern Railway, leaving 30 miles to be graded to complete the line as far as Garfield, Ga.

St. Louis, Mo.—An officer of the Kansas City, Mexico & Orient Railway informs the Manufacturers' Record that he knows nothing about the reported plan of the company to build an extension to St. Louis. It seems that such a line may be talked of, but is not decided upon; headquarters at Kansas City, Mo.

Tampa, Fla.—Tracklaying is reported finished on the Tampa Northern Railroad from Tampa to Enville Junction, 48 miles. Construction is progressing beyond there, the destination being Thomasville, Ga., 251 miles from Tampa. John Pasco is chief engineer.

Tracy City, Tenn.—Mr. Hunter McDonald, chief engineer Nashville, Chattanooga & St. Louis Railway, writes the Manufacturers' Record that contract has been let to Toney & Lawler, Chattanooga, to grade from Tracy City to lands of the Nunley Ridge Coal Co. at Pryor Ridge, about four and one-half miles. Work is under his direction.

Tyler, Texas.—The People's Railway Construction Co. of Tyler, capital \$200,000, has been chartered. The incorporators are Ben B. Cain, John Durst, W. P. Knox, R. Reigfeld, Gus F. Taylor, L. L. Jester, S. D. Reeves, D. F. Clark, G. N. Hilliard, J. P. Valentine, B. Wadel, S. Bruck and T. B. Butler.

Tylertown, Miss.—The New Orleans Great Northern Railroad has completed its branch from Franklinton, La., to Tylertown, and it is expected to be in operation by August 1.

Winchester, Va.—The Winchester & Washington City Railway Co. will, it is reported, take up plans for building its proposed electric railway from Winchester via Blumont to Washington, D. C. S. H. Hansbrough is president and S. L. Hoover is general manager, both at Winchester, Va.

Street Railways.

Baltimore, Md.—The Baltimore, Halethorpe & Elkridge Electric Railway Co. is reported to have secured rights of way for its line from Baltimore to Halethorpe. The road is to connect on Wilkens avenue with the United Railways. Oregon R. Benson is president and Carville D. Benson is attorney.

Brunswick, Ga.—Franchise is reported granted to F. D. M. Strachan and associates for an electric street railway, construc-

tion to begin in six months and five miles to be completed within a year.

Charlotte, N. C.—The Charlotte Consolidated Construction Co. is reported to be pushing plans for the extension of its electric street railway in several directions. E. D. Latta is president.

Jacksonville, Fla.—The Jacksonville Electric Co., it is reported, will lay a double track out Main street to 8th street and a single track from the latter to 21st street. A belt line is also to be built in West Springfield.

Lawton, O. T.—Local capitalists are seeking a franchise for a street railway and also for an interurban line from Lawton to Fort Still and the Wichita mountains. Henry Schafer of El Reno, W. H. Quinette of Lawton and G. H. Block of Hennessey are stockholders and directors.

Little Rock, Ark.—The Little Rock Railway & Electric Co., it is reported, will spend \$325,000 for betterments by the end of this year, including some double-tracking.

Winston-Salem, N. C.—The street-railway company proposes to build an extension into West Salem. H. E. Fries is president.

MACHINERY, PROPOSALS AND SUPPLIES WANTED.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted.

Art Glass.—Rev. A. D. Johnston, Bunce ton, Mo., wants art glass for church.

Axle-turning Machinery.—Davis Foundry and Machine Works, Rome, Ga., wants prices and description on machinery for turning axles from one-and-three-quarter-inch to three-and-one-quarter-inch diameters.

Automatic Sprinklers.—Henry Weil, Goldsboro, N. C., wants bids within ten days on automatic sprinklers for store buildings, warehouses and rice mill.

Boiler.—Sharptown Marine Railway Co., Sharptown, Md., wants second-hand boiler, 60 to 80 horse-power.

Boiler.—R. J. Kelly, manager Ruskin Cave Real Estate Co., Ruskin, Tenn., wants 30-horse-power cast-iron boiler.

Boiler.—American Box Co., Inc., Lynchburg, Va., wants 60-horse-power boiler; second-hand.

Boiler-shop Tools.—Heine Safety Boiler Co., 421 Olive street, St. Louis, Mo., will be in the market for complete equipment of boiler-shop tools.

Brick.—Rev. A. D. Johnston, Bunce ton, Mo., wants brick for church building.

Brick Machinery.—A. L. Lanier, Mt. Pleasant, Tenn., wants catalogues of brick machinery.

Bridge.—Sealed proposals for construction of steel highway drawbridge over Swift creek at Vanceboro, N. C., and also over Brices creek near Newbern, N. C., both in Craven county, North Carolina, will be received by Board of County Commissioners of Craven county, C. E. Foy, chairman, Newbern, N. C., until August 5. Plans and specifications may be seen at office of Register of Deeds, Newbern, N. C., or may be obtained from Matthew O'Brien, engineers, Wilmington, N. C., when request is accompanied by \$1; usual rights reserved.

Bridge.—Sealed proposals will be received at office of City Clerk, Hattiesburg, Miss., until July 31 for construction and erection of superstructure of four steel highway bridges over Gordon's creek according to plans and specifications on file in office of J. H. Putnam, City Engineer. Spans of bridges range approximately from 65 to 75 feet; to be of plate girder type, 30 feet wide, center to center. Bids must be made separately for each of four bridges. All proposals must be made on blanks furnished at office of City Engineer. Bids must be accompanied by certified check, payable to order of city of Hattiesburg, Miss., for an amount equal to 10 per cent. of amount of bid. Further information may be obtained

at office of City Engineer; usual rights reserved.

Bridge.—Bids will be received until July 22 for construction of steel wagon and foot bridge across the Holston river at Chilhowie, Va. Detailed information can be obtained from D. C. Gollehon, H. L. Bonham or W. G. Baylor, secretary, Chilhowie, Va.

Bridge Builders.—Bids are wanted on 90-foot-span, steel double bridge, one mile from Durham; specifications to be drawn by bidders and approved by Commissioners. For particulars address A. D. Markham, chairman Board of County Commissioners, Durham, N. C.

Building Materials.—W. J. Flite, Charlotte, N. C., will want to buy pine framing, ceiling, inch boards, slate roofing, press brick (cherry color), flooring and door and window frames.

Building Materials.—See "Hard-wall Finish."

Compresses.—Cotton Plant Oil Mill Co., Cotton Plant, Ark., wants addresses of manufacturers of round-lap bale presses.

Concrete-block Machinery.—A. L. Lanier, Mt. Pleasant, Tenn., wants catalogues of concrete building-block machinery.

Concrete Conduit Construction.—Maj. J. T. Crabbs, constructing quartermaster Walter Reed General Hospital, Takoma Substation, Washington, D. C., will receive bids until July 18 for constructing concrete conduit on reservation of Walter Reed Army General Hospital, Washington, D. C., approximately 1000 feet long, 8 feet wide and 5 feet high in the clear, and covered with reinforced concrete slabs. Specifications and other information can be obtained upon application to the constructing quartermaster.

Concrete Masonry.—Sealed proposals will be received at office of superintendent of West Virginia Hospital for the Insane at Weston, W. Va., until July 22 for construction of about 800 cubic yards of concrete masonry for reservoir according to plans and specifications on file in office of superintendent at Weston, W. Va., and in office of Robert Hazlett, City Bank Building, Wheeling, W. Va. Contractors will be required to give bond and accompany bid with certified check of \$500; usual rights reserved; S. M. Steele, superintendent.

Concrete Mixer.—John McAllister, Gastonia, N. C., in the market for concrete mixer.

Cottonseed and Oil Exporters.—Alex. H. Lucas, East Bay street, Charleston, S. C., wants to correspond with exporters of cottonseed meal and oil relative to representing them at Hamburg, Germany.

Cotton Tape.—Percy P. Vyle, 1533 Wingo-hocking street, Philadelphia, Pa., wants to buy 1000 to 1500 yards of colored tape; not too fine a quality; Southern-made preferred.

Cotton Trucks.—John J. Scott, Lometa, Texas, wants two pairs of cotton trucks.

Crushing Machinery.—Ohio Retarder Co., Port Clinton, Ohio, wants small crushing rolls; small ball mill or pebble mill; second-hand.

Derrick.—M. W. Dew, Raeford, N. C., wants second-hand derrick for handling brick.

Draftsman's Supplies.—Treasury Department, office of the Supervising Architect, Washington, D. C. Sealed proposals will be received until July 16 for furnishing and delivering drafting materials required in accordance with specification and schedule, copies of which may be had at this office; James Knox Taylor, supervising architect.

Dredging.—U. S. Engineer office, Galveston, Texas. Sealed proposals in duplicate for dredging inland waterway between Aransas Pass and Pass Cavallo and to mouth of Guadalupe river through San Antonio and Mission bays; dredging, snagging and removal of rafts, etc., in Guadalupe river between its mouth and Victoria, Texas, will be received here until July 31; information furnished on application; John C. Oakes, captain, engineers.

Dredging.—Sealed proposals in duplicate for dredging inland waterway between Aransas Pass and Pass Cavallo and to mouth of Guadalupe river through San Antonio and Mission bays, dredging, snagging and removal of rafts, etc., in Guadalupe river between its mouth and Victoria, Texas, will be received at U. S. Engineer's office, Galveston, Texas, until July 31; information on application; John C. Oakes, Captain, Engineers.

Drilling Apparatus.—Bids are invited for furnishing drilling apparatus as follows: One 2000-foot single-cylinder hydraulic-feed diamond-core drill, with 12-inch run, drilling capacity of 2000 feet; if necessary manufacturer will show that the drill bid upon has actually and satisfactorily performed above duty, and furnish information relative to character of work, time and place per-

formed; machine to be of extra heavy design, equipped with double brake bands, with drums geared for two different speeds and friction clutches for throwing the drum from one speed to other; all gears to be cut steel; machine to be complete and mounted on substantial wood frames, with 100 feet five-eighths-inch wire rope wound on hoisting drum, and furnished with the following equipment complete, all appliances to be for taking out a two-inch core: One 800-foot single-cylinder hydraulic-feed diamond-core drill, with 12-inch run; this machine to have a drilling capacity of 800 feet; if necessary, manufacturer will show that drill bid upon has actually and satisfactorily performed above duty, and furnish information relative to character of work, time and place performed; machine to be complete and mounted on substantial wood frame, with 75 feet of one-half-inch wire rope wound on hoisting drum, and furnished with the following equipment complete, all appliances to be for taking out a two-inch core; also on other tools and materials. Bids should be addressed to undersigned and envelope marked "Bid on Drilling Machinery." Bids will be opened at office of Commissioner to Five Civilized Tribes, Muskogee, I. T., at 2 P. M. July 27. Successful bidder will be required to deliver articles within 30 days after notice of approval of bid; usual rights reserved. For information address J. Geo. Wright, Commissioner to Five Civilized Tribes.

Dump Machinery.—Horace A. Field, manager Tioga Iron Co., Ellijay, Ga., wants dump machinery for mining.

Electrical Equipment.—Heine Safety Boiler Co., 421 Olive street, St. Louis, Mo., will be in the market for electrical equipment.

Electrical Machinery.—R. J. Kelly, manager Ruskin Cave Real Estate Co., Ruskin, Tenn., wants 200-light dynamo.

Electric-light Equipment.—Wilbur Browning Gray, Box 75, Littleton, N. C., wants correspondence with dealers in electric-light equipment with view to installing same in town of 1500 population.

Elevators (Grain).—Chas. J. Lenertz, Remsen, Iowa, wants correspondence with manufacturers of portable corn and grain elevators.

Engine.—American Box Co., Inc., Lynchburg, Va., wants second-hand 50-horse-power engine.

Engine.—R. J. Kelly, manager Ruskin Cave Real Estate Co., Ruskin, Tenn., wants 25-horse-power gasoline engine.

Engine.—Majestic Hotel Co., C. C. Chatham, Marlin, Texas, will buy gasoline engine.

Engine.—Sharptown Marine Railway Co., Sharptown, Md., wants second-hand engine, 50 to 70 horse-power.

Engineering Specialties.—Gilbert C. White, Durham, N. C., wants catalogues of specialties for water-works, sewerage systems, street improvements, water-filtration systems and sewage disposal.

Fertilizer Machinery.—Fremont Oil Mill Co., Fremont, N. C., will buy fertilizer machinery.

Furnace Materials.—Morgantown Sanitary Engineering Co., Box 435, Morgantown, W. Va., wants brick, firebrick, fireclay, castings, stack and metal work for furnaces.

Gears.—T. J. Miller, Jr., Caryville, Fla., wants form gears for stern-wheel gasoline boat.

Ginning Machinery.—I. J. Beckett, Marianna, Fla., wants ginning machinery.

Graphite.—D. M. Griffin, Box 365, Columbus, Ga., wants samples and carload prices on amorphous graphite.

Grist-mill Machinery.—I. J. Beckett, Marianna, Fla., wants grist-mill machinery.

Guano Chemicals.—John W. Aldridge, Esto, Fla., wants information in regard to guano chemicals.

Hard-wall Finish.—John N. Adams, Del Rio, Tenn., wants correspondence with manufacturers of hard-wall finish.

Heating Apparatus.—R. J. Kelly, manager Ruskin Cave Real Estate Co., Ruskin, Tenn., wants fittings for steam heat.

Heating Apparatus.—Rev. A. D. Johnston, Bunceton, Mo., wants furnace (coal) for church.

Heating Apparatus.—Sealed proposals will be received at Treasury Department, office of supervising architect, Washington, D. C., until July 17 for low-pressure steam-heating apparatus for United States custom-house, Savannah, Ga., in accordance with plans and specifications, copies of which may be obtained at above office or office of custodian at Savannah, Ga., at the discretion of the supervising architect, James Knox Taylor.

Hinges.—Box 103, Schulenburg, Texas, will buy hinges for steel furnaces.

Horseshoe Machinery.—Standard Machine & Foundry Co., Kershaw, S. C., wants machinery for making horseshoes.

Hydraulic Equipment.—Heine Safety Boiler Co., 421 Olive street, St. Louis, Mo., will be in the market for hydraulic equipment.

Hydraulic Machinery.—Horace A. Field, manager Tioga Iron Co., Ellijay, Ga., wants hydraulic machinery.

Hydraulic Presses.—Davis Foundry and Machine Works, Rome, Ga., wants prices and description of wheel hydraulic press; also on machine for turning axles from one-and-three-quarter-inch to three-and-one-quarter-inch diameters.

Ice Machine.—Dr. J. R. Oliver, St. Martinville, La., in the market for second-hand 10-ton icemaking machine.

Injector.—Geo. Waterhouse & Co., Beaufort, S. C., wants injector.

Iron and Steel Scrap.—H. B. Birtwell, 126-130 East 6th street, Chester, Pa., wants mixed carloads iron and steel scrap.

Iron Planers.—Southern Pipe & Foundry Co., Knoxville, Tenn., wants two iron planers about 24x24 inches by 8 feet.

Ironworking Machinery.—See "Horseshoe Machinery."

Knitting Machinery.—J. M. Barker, Bristol, Tenn., wants hosiery-knitting machinery.

Laundry Machinery.—W. A. H. Davis, Douglas, Ga., wants laundry machinery.

Lighting.—Majestic Hotel Co., C. C. Chatham, Marlin, Texas, wants lighting plant for hotel.

Lighting Plant.—Rev. A. D. Johnston, Bunceton, Mo., wants lighting plant for \$10,000 church.

Lumber.—Public Belt Railroad Commission, City Hall, New Orleans, La., wants proposals until July 15 for 150,000 feet B. M. 12x12-inch pine timber, 100,000 feet B. M. 3x10-inch pine plank and 20,000 feet B. M. pine timber. For proposal form address Frank H. Joubert, secretary of commission.

Machine Tools.—Higgins & Webb, Vienna, Md., want engine lathe, shaper, drill press, power hacksaw and emery-grinder; new or second-hand.

Machine Tools.—Standard Machine & Foundry Co., Kershaw, S. C., wants 18x36-inch second-hand shaper in good condition.

Machine Tools.—See "Axle-turning Machinery."

Machine Tools.—See "Hydraulic Presses."

Machine Tools.—F. L. Averill, 414 Colorado Building, Washington, D. C., will want planer, lathes, etc.

Mill Supplies.—American Box Co., Inc., Lynchburg, Va., wants shafting, pulleys and hangers; second-hand.

Milling Machine.—Box 900, Birmingham, Ala., wants No. 4 heavy second-hand Brown & Sharpe milling machine.

Miscellaneous Supplies.—Sealed proposals for buoys, swivels, chain, wire rope, boiler tubes, bolts, rivets, etc., will be received at office of D. W. Ross, General Purchasing Officer, Isthmian Canal Commission, Washington, D. C., until July 22. Blanks and general information relating to Circular No. 375 may be obtained from above office or the offices of the assistant purchasing agents, 24 State street, New York; Custom-house, New Orleans; 1086 North Point street, San Francisco; and 410 Chamber of Commerce Building, Tacoma, Wash.; also from Chief Quartermaster, Chicago; Depot Quartermaster, St. Louis; Depot Quartermaster, Jeffersonville, Ind.; and Chief Quartermaster, Atlanta, Ga.

Nailing Machines.—American Box Co., Inc., Lynchburg, Va., wants one single-deck nailing machine and one double-deck; second-hand, built over new.

Oil Burners.—American Machine Co., Louisville, Ky., wants addresses of manufacturers of oil burners for boilers.

Oil-mill Machinery.—Cotton Plant Oil Mill Co., Cotton Plant, Ark., wants prices on cake formers.

Paper-mill Machinery.—H. A. Sommers, Elizabethtown, Ky., will accept literature relative to methods and machinery for manufacturing newspaper paper from soft woods.

Paving.—Oklahoma City, O. T., wants bids on about 55,000 square yards asphalt pavement, with six-inch concrete base. Bids will be received on either hydraulic or Portland cement. Address W. C. Burke, City Engineer.

Paving.—Sealed bids will be received by E. V. Spotts, Mayor, Tazewell, Va., until July 25 for rebuilding part of Macadam street, approximately one and one-quarter miles, according to plans and specifications in charge of E. V. Spotts, Mayor.

Paving.—Sealed bids will be received at office of J. C. Carothers, City Clerk, Kirksville, Mo., until July 15 for paving part of Franklin street with vitrified paving brick or block on a five and six-inch concrete base; surface to be paved is about 16,700 square yards; also 836 feet of concrete curb and gutter; plans and specifications on file in office of City Clerk. Certified check for \$1000 must accompany bids; usual rights reserved; H. Selby, Mayor.

Pipe Supplies.—Box 103, Schulenburg, Texas, wants correspondence with manufacturers of six-inch 14-pound steel elbow.

Piping.—R. J. Kelly, manager Ruskin Cave Real Estate Co., Ruskin, Tenn., wants piping.

Piping and Hydrants.—Kershaw Oil Mill, Kershaw, S. C., wants to buy 2500 feet of second-hand cast six-inch piping, also four standard fire hydrants. Send full description and price; delivered at Kershaw.

Piping and Supplies.—McEwen Lumber Co., Asheville, N. C., wants 1000 feet six-inch second-hand cast-iron water pipe, 800 feet four-inch second-hand cast-iron water pipe, bell and spigot.

Pneumatic Equipment.—Heine Safety Boiler Co., 421 Olive street, St. Louis, Mo., will be in the market for pneumatic equipment.

Pump and Piping.—Horace A. Field, manager Tioga Iron Co., Ellijay, Ga., wants pump and piping.

Pump Condensers and Syphons.—C. R. McGahey, superintendent Water and Light Department, Cedartown, Ga., wants catalogues and prices on surface syphon and pump condensers for plant.

Quarrying Machinery.—See "Stone Planer."

Rails.—Brandon & Laurel Railroad Co., Brandon, Miss., will lease rails of 30 to 35 pounds; about 65 tons; C. W. Girdlestone, president.

Rails.—Tioga Iron Co., Ellijay, Ga., Horace A. Field, manager, wants rails.

Railway Construction and Equipment.—Sealed proposals in triplicate for construction and extension of railroad track at Fort Monroe, Va., will be received at office of Constructing Quartermaster until July 30. Separate bids in triplicate will be received at same time for one 10-ton six-wheeled locomotive, two open 12-bench passenger cars and one double-trucked flat car. The United States reserves right to accept or reject any part or all proposals or any part thereof. Information furnished on application. Bidders must state name of manufacturer supplying them material. Bids should be plainly marked as such on the outside wrapper or envelope. Address Capt. R. H. C. Kelton, Quartermaster, Fort Monroe, Va.

Railway-construction Materials.—Public Belt Railroad Commission, City Hall, New Orleans, La., wants proposals until July 15 for 16,000 pounds of track bolts, 100,000 pounds of spikes, 10,000 six-inch wire spikes, 25,000 10-inch wire spikes and 20,000 nut locks; also on six special crossings for railways. For form of proposals address Frank H. Joubert, secretary of commission.

Railway Equipment.—Wanted—One second-hand 36-inch gauge locomotive, weight about 18 tons, for prompt delivery; four second-hand light passenger coaches, three second-hand baggage, mail and express cars for prompt delivery; one 45 to 65-ton Shay locomotive. Address O. R. Whitney, 39 Cortlandt street, New York.

Refrigerators.—Majestic Hotel Co., C. C. Chatham, Marlin, Texas, wants small refrigerator.

Restaurant Equipments.—Covington Chair Co., Covington, Ga., wants addresses of manufacturers of restaurant equipments—coffee boilers, etc.

Roofing.—Rev. A. D. Johnston, Bunceton, Mo., wants slate roofing for church.

Roofing, etc.—George Waterhouse & Co., Beaufort, S. C., want galvanized-iron roofing and siding.

Scales.—John J. Scott, Lometa, Texas, wants a pair of cotton scales and a pair of wagon scales.

Seating.—Rev. A. D. Johnston, Bunceton, Mo., wants pews for \$3000 church.

Sewerage.—Wadesboro Sewerage Co., Wadesboro, N. C., wants bids on about three-quarters of a mile of sewerage.

Sewerage.—Date of opening bids for extension of sewer system has been postponed from July 10 to July 24; Clifton Currin, engineer; Henry T. Powell, Clerk, Henderson, N. C. (Recently mentioned.)

Shear and Punch.—Wanted—Second-hand double shear and punch; one that will shear on one side and punch on the other at the same time. Write, giving size, make and lowest price; new machine might be bought at jobbing prices. Address Reaves-Scott Company, 235 Brown-Randolph Building, Atlanta, Ga.

Stamped Tinplates.—Baltimore (Md.) Board of Awards, City Hall, will receive bids until July 17 for furnishing 53,350 stamped tin license plates. Sample of plates and other information can be obtained from J. Spencer Clarke, Collector of Water Rents and Licenses, City Hall.

Stone Planer.—Carrington-Gonella Stone Co., Sanford, N. C., wants price on second-hand single-header stone planer.

Tanks.—W. C. Foster, Richland, S. C., wants to buy wooden tank of 30,000 gallons capacity.

Telephone Equipment.—Cardenas Telephone Co., Cardenas, N. C., will be in the market for 12 telephones and materials for 20 miles additional line.

Telephone Equipment.—Rush Electric Co., Gulfport, Miss., wants prices on telephone equipment for exchange of 500 to 800 subscribers.

Tanks and Tower.—Wanted—One steel tank, to be 60 feet from top of foundation to top of tower, with sufficient beams and girders to support tank holding 25,000 gallons of water; no wood to enter into the construction anywhere; bidder will furnish his own specification of this tower. Steel tank to be erected on above tower, to be 15 feet in diameter by 19 feet in height; bottom of 5-16-inch steel, half of sides to be 1/4-inch and balance to be 3-16-inch steel; 2 1/2-inch angle iron at bottom and 2-inch angle iron at top; to have 6-inch pipe flanges on bottom placed as directed. Three steel tanks 14 feet in diameter by 16 feet in depth, all of 3-16-inch steel, with 2-inch angle iron at bottom and top; to have conical top of No. 8 steel, and this top to have manhole with hinged top of No. 8 steel; to have one 3-inch pipe flange in bottom and one 2-inch pipe flange at top. One steel tank 4 feet in diameter by 6 feet, all of No. 8 steel, to have 1 1/2-inch angle-iron bottom and top, with one 3-inch pipe flange and two 2-inch flanges in sides. All of above to be erected on foundations furnished within 200 feet of railroad track in Houston, Texas. All of above to have one good coat of paint at factory and one coat after erection. Address Magnolia Cotton Oil Co., Houston, Texas.

Traction Engine.—R. W. Thomason, Madison, Ga., wants gasoline traction engine from 8 to 15 horse-power for drawing plows.

Trucks.—John Raine & Co., Millpoint, W. Va., want lumber and log trucks.

Water Meters.—Board of City Commissioners of Galveston, Texas, will receive sealed bids at office of John D. Kelley, City Secretary, until July 11 for installation within 70 days after signing of contract of 500 five-eighths-inch water meters; city to furnish meter and box, contractor to furnish stop and waste cock. Meters to be installed where service is now on the flat rate at such points as may be directed by City Water Department with exception of that portion of grade-raising district where work of raising has not been completed; work to be done under the supervision and approval of the Inspector of Water and Sewerage Plumbing. Certified check of 5 per cent. of amount of bid, payable to City Treasurer, to accompany each bid. Bond of 50 per cent. of contract price required; usual rights reserved; H. C. Lange, Water-works and Sewerage Commissioner; A. S. Dreury, Superintendent of Water-works and Sewerage.

Water-power Machinery.—I. J. Beckett, Marianna, Fla., wants water-power machinery.

Water-works.—Bids will be received by Board of Bond Trustees of Bradentown, Fla., composed of John Fogarty, R. H. Roesch and A. J. Beck, secretary, until July 25 for furnishing material and constructing water-works and sanitary sewerage system. Work will embrace the following: 183.3 tons cast-iron pipe, 4 tons special castings, 10 fire hydrants, 22 valves and boxes, 500,000-gallon compound duplex pump, boiler and feed pump 7 1/2x26x6; 80-horse-power water heater, open pattern; 80-horse-power return tubular boiler; 100,000-gallon tank erected on a steel tower 100 feet high; constructing reservoir, pumping station, pipe line, installing machinery, furnishing material and sinking eight-inch tubular well, per foot; furnishing and constructing approximately two miles of pipe sewerage, with manholes, flush tanks, etc. Proposals must be accompanied by certified check for \$500 drawn to order of A. J. Beck, secretary. Specifications may be obtained from William W. Lyon, consulting engineer, Palatka, Fla., at whose office plans will be on file and to whom all inquiries must be addressed; usual rights reserved.

Water-works System.—City of Paris, Ark., will soon ask for bids on water-works system. J. A. Maddox, secretary Commercial Club, may be addressed.

Wireworks Tools.—Southern Wire & Iron Works, 22 North Butler street, Atlanta, Ga., wants wireworks tools.

Wiring.—Sealed proposals in duplicate will be received at Department of the Interior, office of Superintendent United States Capitol Building and Grounds, Washington, D. C., until July 20 for weatherproof and rubber-covered electric wires for House of Representatives Office Building. Material to be delivered on reels at building. Erection of same not included. Specifications and schedule can be obtained on application to above office. Bids must be accompanied by certified check or surety bond in sum of 2 per cent. of amount of bid; usual rights reserved; Elliott Woods, Superintendent United States Capitol Building and Grounds; Jesse E. Wilson, acting Secretary.

Woodworking Machinery.—Box No. 201, Rowland, N. C., wants two planers, about 10x14, four sides.

Woodworking Machinery.—T. J. Miller, Jr., Caryville, Fla., wants machinery for producing sawn and hewn crossties.

Woodworking Machinery.—Christiansburg Chilled Plow & Machine Co., Christiansburg, Va., will want woodworking machinery.

Woodworking Machinery.—American Box Co., Inc., Lynchburg, Va., wants 36-inch resaw; double surfacer, 24-inch bed; eight-inch jointer; two 14-inch cutoff saws; two 14-inch rip saws; second-hand, built over new.

Woodworking Machinery.—John Raine & Co., Millpoint, W. Va., want edger and nigger.

the closest investigation. For information address John W. Harrison, Columbia Building, St. Louis, Mo.

Value of Sprinkler Systems.

A strong indication of the value of the modern sprinkler system for protecting manufacturing plants from damage by fire is seen in a letter received recently by the Manufacturers' Record. A cotton mill in North Carolina was struck by lightning, which opened the sprinklers and stunned the watchman. This prevented a prompt giving of the fire alarm, but the sprinkler system continued to operate and prevented a damaging blaze. The consequence was no damage by fire and but a few hundred dollars' damage by water.

Sawmill Locations in Texas.

There is a new railway in Texas intersecting some of the best bodies of timber land in that State. The company's industrial department has collected data as to names and addresses of the owners of the timber properties and prices at which they will sell. In this connection good opportunities are offered lumber manufacturers to obtain timber lands and locate sawmills. The railway company is desirous of developing the territory, and invites correspondence from manufacturers who may be prepared to consider building plants in the Southwest. Information can be obtained by addressing C. Hicks, chief clerk, Beaumont, Texas.

Offers Free Gas to Factories.

An interesting announcement for the attention of manufacturers looking for advantageous locations where cheap fuel can be obtained is that of the Caddo Oil & Gas Co. of Shreveport, La. This company offers gas for fuel free for six months to any new manufacturing enterprise locating at Shreveport to employ 50 or more men. In addition to this the company offers gas at from five to seven cents per 1000 feet, according to the amount consumed. The Progressive League of Shreveport is taking steps toward securing more industrial plants for the city, and invites correspondence from capitalists who want to investigate the facilities.

The Eureka Machine Co.

The Eureka Machine Co., for some years past located at Jackson, Mich., has recently moved to Lansing, Mich., where it occupies a new factory building 90x50 feet. This building is constructed entirely of concrete from floor to roof after plans by Frederick Fisher, the company's general manager, and a fact worthy of note is that no reinforcement was deemed necessary except in the sections immediately above the wide windows where a space of eight feet occurs. The Eureka Machine Co. is engaged in the manufacture of "Continuous" concrete mixers exclusively, and has received numerous letters from users of the mixer testifying to the entire satisfaction it has given.

Has Retained O. H. Gertner, Jr.

O. H. Gertner, Jr., of Philadelphia, well known in the East in building operations, has been retained as assistant engineer in charge of estimating and drafting in the reinforced-concrete department by the General Fireproofing Co., with his headquarters at the company's offices in Youngstown, Ohio. Mr. Gertner has been with J. A. Patterson, consulting engineer on structural work; G. W. & W. D. Hewitt, and Ballinger & Perrot, architects, Philadelphia, on concrete construction and structural work, and with the Unit Concrete Steel Frame Co., Tucker & Vinton and the Vulcanite Paving Co., in charge of reinforced concrete work. During the past nine years Mr. Gertner has been connected with the design and construction of more than 200 reinforced concrete structures.

The Machinery Club.

The Machinery Club of the City of New York has been organized for the purpose of providing a pleasant place of resort in the heart of the business section of Manhattan. Conveniently located to most of the offices of the concerns interested in the various branches of the machinery and metal trades, quarters have been engaged on the twentieth and twenty-first, and possibly the nineteenth floors also, of the Fulton Terminal Building on Church street. The space reserved, from 35,000 to 54,000 square feet, is ample for lunch and grill room, library, assembly rooms and possibly a few bedrooms for the use of out-of-town members. The club will primarily be a luncheon club, but it is expected that the unusual superiority of the appointments and the convenient location will make it a general rendezvous for the machinery trade in New York. The house committee is as follows: Thornton N. Motley, chairman; Percy A. Ware, E. H.

Benness, Charles A. Schieren, Jr., and Geo. A. Howells. The membership committee is as follows: J. R. Vandeyck, chairman; Geo. L. Gillon and Charles B. Crook. The club's temporary office is at 26 Courtlandt street.

Laclede-Christy Clay Products.

Announcement is being made by the Laclede-Christy Clay Products Co. of St. Louis, Mo., as to the facility with which its clay products are now obtainable. The company says it offers to the trade the engineering experience, the exceptional facilities and the great capacity of the Laclede plant and the Christy plant, ensuring ample clay reserves; prompt execution of the largest contracts and an unexcelled service. The two plants will be operated as heretofore in the manufacture of high-grade Christy and Laclede materials. They are the continuation under one management of the well-known established enterprises of the Christy Fire-Clay Co. and the Laclede Fire-Brick Manufacturing Co. A leaflet issued by the company is of interest to all users of clay products of any kind, as it gives a complete list of the manufactures offered by the company.

Stearns Company's Announcement.

An announcement is made that is of interest to users of sawmill machinery and Heislner locomotives as built by the Stearns Company of Erie, Pa. This company states that because of steadily-increasing demands for its products it has been decided to separate its sawmill and locomotive business. The building of Heislner locomotives will be continued at the present plant under the title of the Heislner Locomotive Works. Considerable new machinery is being installed, and the plant will be fully equipped with the most modern machine tools for locomotive work. Mr. G. L. Swabb will be in charge. The sawmill business will be continued by the Stearns Company in the plant formerly occupied by the Ball Engine Co., which recently removed to its new establishment. Improved machinery and tools necessary in making sawmill machinery and building complete sawmills are being installed in this plant. Mr. John Walton will be in charge of the Stearns Company.

Southern-Made Iron Pipe.

Southern manufacturing enterprises are taking more prominence every day in meeting the large and increasing demand for various products. Their activities are not limited to any one kind of product, but almost every manufactured article that could be named can be obtained from Southern plants. In producing pipe and other kindred materials the Southern plants are becoming widely known. The McWayne Pipe Works department of the Lynchburg Foundry Co. is taking especial prominence in furnishing iron pipe. The company's tonnage is constantly increasing because of the demands of its trade, as indicated in a recent report of the management. In April, 1907, there were 3376 tons produced, as compared to 1164 tons in April, 1906, and 1031 tons in April, 1905. The McWayne cast-iron pipe for water and gas can be furnished in any quantities to buyers. The company's main offices and works are at Lynchburg, Va., and its Eastern offices at 220 Broadway, New York city.

Using Modern Wall Ties.

The use of wall ties in building operations is steadily increasing. One of the makers who is feeling the influence of the demand is O. D. Levering, 81 North 4th street, Columbus, Ohio. Some time ago the Manufacturers' Record described several of the ties which Mr. Levering has made, including the Buckeye pattern. This tie is made from a medium hard grade of galvanized wire, size No. 10 as a regular thing. It can be used in very many cases where a small tie is desired, as it takes up very little space. It is ideal for a narrow joint, while the material makes a rigid and stiff bond. The Buckeye tie is made for face brick and veneer. Where occasion demands, No. 11 wire can be used, and Mr. Levering is prepared to supply the tie in that size when necessary. It is well known that there was some extensive building construction required in establishing the Jamestown Exposition. In many of the buildings veneer ties were used, and it is of interest to architects and building contractors to know that in all cases at Jamestown where veneer ties were called for the Capital tie was adopted. This is one of the several ties manufactured by O. D. Levering.

Marshall Field & Co. Adopt Nernst Lamps.

Probably the largest contract ever placed for lamps for store lighting has been awarded by Marshall Field & Co. of Chicago to the Nernst Lamp Co. of Pittsburgh. It calls for 12,000 glower units for immediate delivery. The store will be equipped a section at

INDUSTRIAL NEWS OF INTEREST

Messrs. S. W. Foulk & Son.

Messrs. S. W. Foulk & Son of Greensboro, N. C., announce their change of address to Greeley, Col., and ask correspondents to note the new location.

Salesman Seeking Goods to Offer.

A salesman, having an office in New York and selling to city and nearby trade, wishes staple lines or specialties to offer on commission. Address E. A. Dorney, 35 Frankfort street, New York.

Will Elect Superintendent.

An election for a superintendent for a year for the electric-light and water-works plant of Newberry, S. C., will be held at the office of the Commissioners of Public Works on Monday, July 22. All applications should be forwarded to Eugene S. Werts, secretary Board of Public Works.

Glass Works at Paducah, Ky.

The Paducah (Ky.) Glass Co. has completed the glass works it has been building. This plant will have a daily capacity of about 12 tons of glass bottles, and the cost of the buildings and equipment of machinery is about \$45,000. Mr. H. M. Finley is general manager.

To Make Sash Locks.

The Carrollton Novelty Manufacturing Co. of Carrollton, Ga., has ordered the machinery for its proposed plant for making window-sash locks and wood-fiber plaster. These locks are patented and 4000 will be produced every day. Mr. E. M. Bass is general manager of the enterprise.

Cotton Mill for Sale.

An established Southern cotton-manufacturing plant will be offered for sale on July 15 at Spartanburg, S. C. It is known as the Tyger Cotton Mills, and a general inventory of the property is on file with H. E. DePass and J. B. Lee, Spartanburg. The minimum bid to be accepted is mentioned as \$65,000.

The President Uses a Myers Outfit.

A Myers hay-tool outfit has been installed at Oyster Bay by President Roosevelt, who expects to begin making hay this week. Messrs. F. E. Myers & Bro. of Ashland, Ohio, manufacture the outfit to be used, having placed the equipment through their Oyster Bay representatives, Messrs. Moyses Bros.

Mr. Gilbert C. White, C. E.

Mr. Gilbert C. White, C. E., announces the establishment of his offices at Durham, N. C. He will act as consulting engineer, making a specialty of water-works, sewerage systems, street improvements, water filtration and sewage disposal. Manufacturers of specialties for such plants are invited to send catalogues.

Mr. Thos. C. Culverhouse's Address.

Because of the destruction by fire of the Chalfoux Building at Birmingham, Ala., last week, Thos. C. Culverhouse has established his offices at 229 First National Bank Building. Mr. Culverhouse makes examinations and reports on developed and undeveloped mineral lands and similar properties and deals in such properties.

With Dodge & Day.

Mr. H. M. Beugler (formerly superintendent of railways for Ford, Bacon & Davis, operating department, operating the Newman properties in Houston, Texas; Memphis, Little Rock, Birmingham, Nashville and Knoxville) has taken a position with Dodge & Day, the well-known engineers and constructors of Philadelphia and New York.

New Offices for Wm. B. Phillips.

Because of the recent fire in the Chalfoux Building, Birmingham, Ala., Wm. B. Phil-

lips of that city has found it necessary to establish new offices, and these are at 208 Hood Building, corner 20th street and Third avenue. Mr. Phillips makes examinations and valuations of mining properties and gives attention to metallurgy and chemical engineering.

Odium-Taylor Boiler Co.

Besides being large manufacturers of boilers, smokestacks, steel water tanks, steel towers, oil-storage tanks and other such articles made of sheet steel and heavy plate work, the Odium-Taylor Boiler Co. of Memphis, Tenn., is equipped to take care of such repair work as is needed by the lumber trade, such as repairs to locomotives, boilers and other such articles.

To Manufacture Steel Piling.

The United States Steel Piling Co., 135 Adams street, Chicago, Ill., announces that it has effected an arrangement whereby the Carnegie Steel Co. now controls the manufacture and sale of United States steel-sheet piling. All inquiries regarding the piling should in future be addressed to the Carnegie Steel Co. at its offices in Pittsburgh, Pa., or any of its district offices.

Weighing and Filling Machine.

It is stated that the Morehouse-Heybach weighing, filling and topping machine has been perfected in every detail and will be manufactured under an arrangement with the Automatic Weighing Machine Co. The machines will be marketed by that company and the Morehouse Manufacturing Co., of which A. W. Morehouse, one of the inventors of the machine, is president, Savannah, Ga.

Partner of Stone & Webster.

It is announced that Henry G. Bradlee became a partner of Messrs. Stone & Webster of Boston, Mass., on June 30. The firm is now composed of Messrs. Charles A. Stone, Edwin S. Webster, Russell Robb and Henry G. Bradlee. It is well known throughout the country, especially in the South, where it controls extensive industrial properties, and is financing new water-power, railway and lighting plants.

An Order for Davis Company.

Gold-mining activities continue in Georgia, and the Canadian-American Loud Gold Mines Co. of Cleveland, in that State, has awarded a contract to the Davis Foundry and Machine Works of Rome, Ga., for water-power machinery. This contract calls for an improved cylinder-gate 30-inch horizontal turbine water-wheel in iron flume, with feeder pipe, draft tube and water-wheel governor, complete for driving an electric plant.

The Engineering Works of Van Buren

Some weeks ago the Manufacturers' Record referred to the plans for establishing the Engineering Works of Van Buren, Ark. It is of interest now to note that the company has about completed its plant and will begin shipments on July 15. The product will be 25 mining, ore and industrial cars daily. There has been about \$50,000 invested for building and equipping the plant, including natural gas for heating and power work. Mr. William Kirchman is general manager of the company.

Iron Furnaces and Mines Offered.

In view of the present activity of the iron market capitalists may be interested in having their attention called to iron properties now offered for sale. These properties comprise two furnaces at Grand Rivers, Ky., 170 acres of land on which they are located, and the ore privileges on 40,000 acres between the Cumberland and Tennessee rivers. These are commonly known as the Hillman lands. It is stated the properties will bear

a time. The Marshall Field store has over 38 acres of floor space, and for some time the rebuilding of a large portion of it has been in progress. In order to have the entire property in keeping with these improvements it was determined to install a new lighting system throughout, and the Nernst lamp was adopted. The 13 floors to be lighted vary in ceiling height from 14 to 19½ feet. Two and three-glow lamps suspended on specially-designed chain pendants hanging from three to five feet from the ceiling, according to height, will be used. Incandescent lamps to the number of 40,000 in low-hanging fixtures were formerly used. The current is supplied by the Chicago Edison Co. Messrs. D. H. Burnham & Co. of Chicago are the architects in charge of the new building construction, now practically completed. The new lighting system will be installed under the direction of F. J. Pearson, electrical engineer for Marshall Field & Co.

Lumber Drying.

When the drykiln apparatus is of the blower type, with a steam fan having engine direct connected to the shaft, the temperature and volume of the air may be controlled at all times and the drying process rendered continuous. In an apartment kiln the temperature may be raised gradually and maintained at a uniform safely high degree until the process of seasoning is complete. Sudden and marked changes of temperature in the kiln are fruitful sources of warping, checking, case-hardening, etc. If the drying apparatus is operated but 12 hours of the 24 and the kiln is allowed to cool down at night, then the time of drying will be more than doubled, as several hours are lost in the morning in heating the kiln up to the temperature of the night before. Heaters for use with fans are designed with special reference to using exhaust steam in the daytime from the mill engine and live steam at night. The exhaust from the fan engine is utilized at all times. One of the greatest advantages which this system offers is the freedom from fire risk. The steam pipes are encased in a steel jacket and placed in an apartment distinct from the dryroom, and do not come in contact with any woodwork whatever. No pipe whatever is used in the dryroom. Annoyance from the leaking and freezing of steam pipes is entirely obviated. Further information in this connection can be obtained by addressing the B. F. Sturtevant Company of Boston, Mass.

The Fifty Thousandth Burroughs Machine.

An interesting incident with the Burroughs Adding Machine Co. during April was the sale of the fifty thousandth Burroughs adding and listing machine. This was purchased by the Mechanics and Traders' Bank of Brooklyn, N. Y., which received machine No. 50,000 as one of 22 installed on one order. The machine was decorated with a silver plate suitably engraved. That the Burroughs machines are in great demand is seen in the statement that on June 24 machine No. 53,216 had been recorded. The Burroughs Adding Machine Co. is located at Detroit, Mich., and says: "It has never been possible to fully realize what fields the Burroughs machine would develop for itself next. One thinks of the machine as being essentially a device for the busy marts of trade, where events move with a furious tread to the quickstep tune of the ticker. And yet hundreds of Burroughs machines are doing their work far from the settled haunts of men. Up the mountain slopes of the Andes, slung in mule panniers, the Burroughs has been transported to handle the accounting of a lonely Bolivian silver mine; in the South African gold fields and the Rand; in far-off Paraguay and Chile; in Calgary, B. C., and San Pedro, N. M.; in the depths of the lumber forest and the fringe of the Sahara—scarcely a spot on the earth's surface so remote or a business rated in Bradstreet's so small but there exists a need for the Burroughs adding and listing machine, with the profit-making systems it develops.

Softening and Purifying Water.

The New York State Steel Co. of Buffalo, N. Y., after a thorough trial of a 4000-horse-power We-Fu-Go water-softening and purifying system manufactured by Wm. B. Scaife & Sons Company of Pittsburg, Pa., has placed an order for another 4000-horse-power system to be added to present system, making a total of 8000 horse-power. The large number of orders received by the Scaife Company for water-softening and purifying systems is evidence of the increased interest being displayed by steam users and manufacturers in overcoming the many expenses and annoyances connected with the use of hard or dirty water. A natural supply of clean soft water is extremely rare, but the Scaife or We-Fu-Go softening and purifying systems bring such a possibility within reach.

Other sales reported by Wm. B. Scaife & Sons Company are: Andrews Steel Co., Newport, Ky., 3750 horse-power We-Fu-Go system; National Home for Disabled Volunteer Soldiers, Dayton, Ohio, one 300,000-gallon-per-24-hours We-Fu-Go system, two 1200-gallon-per-hour We-Fu-Go system; American Sheet & Tinplate Co., Pittsburg, Pa., 5000 horse-power Scaife system; Rochester & Pittsburg Coal & Iron Co., De Lancey, Pa., 1500 horse-power We-Fu-Go system; Pennsylvania Salt Manufacturing Co., Natrona, Pa., 5000 horse-power We-Fu-Go system; Youngstown Sheet & Tube Co., Youngstown, Ohio, 15,000 horse-power We-Fu-Go system; Norwalk Iron & Steel Co., Norwalk, Ohio, 1000 horse-power We-Fu-Go system, and McConway & Torley Company, Pittsburg, Pa., 1000 horse-power We-Fu-Go system.

TRADE LITERATURE.

Cooling for a Hot Day.

"Something Cooling for a Hot Day" is the title of an attractive 16-page folder designated as Bulletin No. 90, recently issued by the B. F. Sturtevant Company of Boston, Mass. It describes various types of electric-propeller fans and illustrates their application.

For Calculating Horse-Power.

The Republic Belting & Supply Co. of Cleveland, Ohio, is sending out an interesting souvenir in the shape of a calculator for figuring horse-power. Engineers and millwrights or anyone else interested in power transmission can obtain one of these calculators on application.

"Everbest" for June.

Those persons who are interested in things electrical and want some up-to-date information regarding such products, and at the same time are willing to have a little wisdom and fun combined with their electrical information, are invited to read the "Everbest" Magazine for June. This publication is issued every month by the Ewing-Merkle Electric Co., 1106 Pine street, St. Louis, Mo.

Mechanical-Draft Plants.

Several mechanical-draft plants of extraordinary size are described in a booklet recently published by the Green Fuel Economizer Co. of Matteawan, N. Y. A pair of fans supplied to the East St. Louis & Suburban Railway are said to be the largest ever built with overhung wheels, the wheels measuring 19 feet 6 inches in diameter by 7 feet wide at the tips of the blades, and being driven by Corliss engines.

Cotton Chats for June.

In Cotton Chats for June is presented some facts of interest to textile manufacturers. The information comprises statements of the exhibit of machinery and other appliances interesting to mill men held at Philadelphia in conjunction with the recent convention of the American Association of Cotton Manufacturers. Of especial interest is the information regarding the Northrop looms manufactured by the Draper Company of Hopedale, Mass. Write the company for a copy of Cotton Chats.

Westinghouse Mining Equipment.

Owners and operators of mining properties can find some informative data for their consideration in "Westinghouse Mining Equipment." This is a publication which contains a reprint (from the Engineering Magazine) of the article entitled "Electric Machinery for the Operation of Mexican Mines," by Charles V. Allen. It describes in detail some important and extensive installations that have enabled Mexican mining companies to take out their minerals at the lowest possible cost and thereby market them profitably. The Westinghouse Electric & Manufacturing Co., Pittsburg, Pa., will supply copies of the pamphlet.

A Publication on Vises.

The Pittsburg (Pa.) Automatic Vise & Tool Co. has published an unique book in two colors entitled "The Pittsburg Two-Way Vise." This describes and illustrates in full the latest in vise construction, be it for whatever particular branch of trade. It deals, however, more particularly with the "high-speed" bench vise, as termed by the manufacturers. The publication's cover is unusually attractive in design and color, the general idea being a vivid mill scene (evidently Pittsburg at night), with the Pittsburg two-way vise standing out from the midst, surrounded by the wreath of victory.

How to Lower Fire Insurance Premiums.

The continued advance in fire-insurance premiums in various parts of the country

has caused many to give much thought to this question. The results have manifested themselves in several ways, but probably in none so much as in the changing of the general character of building construction. Materials used in building have gradually advanced from wood to steel and from steel to reinforced concrete, which is now becoming more and more recognized by insurance companies as representing the acme of fire-proof construction, and they have accordingly allowed very low rates—in fact, the lowest rate—on this class of building, so confident have they become of its ability to resist fire damage. Another of the leading features of concrete construction is that while timber, stone and other materials deteriorate from the day they are put in the building, concrete increases in strength in a large ratio for a great number of years. This saving in repairs and insurance premiums should prove attractive to those contemplating building construction, and in order to get in touch with this class of people the American Wire Fence Co., 189 La Salle street, Chicago, Ill., has issued an illustrated pamphlet which describes the many features of its American system of reinforcing for concrete construction. This system has been used successfully in many classes of buildings in all parts of the country, and many of these buildings are pictured. The American system consists of the use of wire fabric and rods, both of high carbon steel, and these are so arranged that the best results are obtained by a careful distribution of metal. The company maintains an engineering department, which will suggest or pass on any plans for concrete work and will assist those about to erect a building in any way possible to get the best construction at the lowest cost.

FINANCIAL NEWS

Review of the Baltimore Market.

Office MANUFACTURERS' RECORD,
Baltimore, Md., July 10.

In the Baltimore stock market during the past week there was some show of activity, but generally business was dull. In the trading United Railways common sold from 12 to 12½; the income bonds from 50½ to 53¼, last sale at 52¼; the funding 5s from 79 to 80, and the funding scrip also sold from 79 to 80; the 4s from 85 to 85½. Consolidated Gas, Electric Light & Power preferred changed hands at 80; Gas 6s at 102½, and the 5s at 107; Seaboard Company common, 13 to 13½; Seaboard 4s, 70½ to 70; do. 10-year 5s, 96½; Cotton Duck 5s, 79½ to 79; G.-B.-S. common, 5 to 5¼; do. incomes, 22 to 24; do. 1sts, 53½ to 54; United Light & Power 4½s, 88.

Western Bank sold at 36¼; Farmers' National Bank of Annapolis, 44¼; Howard Bank, 12¼; Bank of Baltimore, 113½; Fidelity & Deposit, 127½ to 127; Mercantile Trust, 117½ to 121; Maryland Casualty, 61; Colonial Trust, 29.

Other securities were traded in as follows: Northern Central Railway stock, 87½ to 88½; do. fractions, 87 to 87½; Baltimore Brick, 3; Charlotte Electric 5s, 100¼; West Virginia Central 6s, 103 to 103¼; Atlanta Consolidated Street Railway 5s, 102; Charleston & West Carolina 5s, 107; Georgia & Alabama Consolidated 5s, 102½ to 102¾; Georgia Southern & Florida 5s, 106; Baltimore City 3½s, 1930, 98¾; Virginia deferred, Brown Bros. certificates, 28; Atlantic Coast Line stock, 100; do. do. Connecticut, 250 to 258½; Atlantic Coast Line Consolidated 4s, 95¼; do. new 4s, certificates, 82; do. Connecticut 4s, certificates, 5-20s, 82½ to 81; Atlantic Coast Line, South Carolina, 4s, 95; Consolidation Coal, 85½ to 86¼; Western Maryland 4s, 74¼ to 75; Wilmington & Weldon 5s, 100 to 100½; Baltimore, Chesapeake & Atlantic preferred, 51; Baltimore City Passenger 5s, 101½; Norfolk Railway & Light 5s, 95; Alabama Consolidated Coal & Iron preferred, 80; Houston Oil, 7¼ to 7; Baltimore Traction 5s, 108¾ to 108¾; Macon Railway & Light 5s, 92¼; Savannah, Florida & Western 5s, 100; Charleston Consolidated Electric 5s, 92¼; City

& Suburban 5s, 106¾; Norfolk Railway & Light stock, 17; Southern Railway 5s, 105¼; Georgia, Carolina & Northern 5s, 104; Metropolitan Railway 5s, Washington, 108½.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended July 10, 1907.

Railroad Stocks.	Par.	Bid.	Asked.
Atlantic Coast of Connecticut	100	255	275
Georgia Southern & Florida	100	23	30
Norfolk Railway & Light	25	17	17½
Seaboard Company Common	100	12	12
Seaboard Company 1st Pfd.	100	55	58
United Railways & Elec. Co.	50	11½	12½

Bank Stocks.	Par.	Bid.	Asked.
Citizens' National Bank	10	31	32½
Maryland National Bank	20	17	18½
Merchants' National Bank	100	169	170
National Bank of Baltimore	100	113	114
National Howard Bank	10	12¼	12½
National Marine Bank	30	37½	39
National Mechanics' Bank	10	25	25
National Union Bank of Md.	100	112	118
Western National Bank	20	37	37

Trust, Fidelity and Casualty Stocks.	Par.	Bid.	Asked.
American Bonding Co.	25	49½	50
Colonial Trust	50	30	30
Fidelity & Deposit	50	126	128
Maryland Casualty	25	61	61
Maryland Trust	100	52½	63
Mercantile Trust & Deposit	50	125	125
Union Trust	50	75	75

Miscellaneous Stocks.	Par.	Bid.	Asked.
Ala. Con. Coal & Iron Pfd.	100	79	83
Con. Cotton Duck Common	50	8½	10
Con. Cotton Duck Pfd.	50	28½	30½
Consolidation Coal	100	86	86½
G.-B.-S. Brewing Co.	100	5	6
Georges Creek Coal	100	75	80
Mt. Vernon-Woodby Cot. Duck	15	15	15

Railroad Bonds.	Par.	Bid.	Asked.
Albany & Northern 5s, 1946	95	95	95
Atlanta & Charlotte Ext. 4½s	98½	98½	98½
Atlantic Coast Line 4s, 1962	94	94	95
Charleston & West. Car. 5s, 1946	107	107	107
Columbia & Greenville 1st 6s, 1916	108½	108½	108½
Georgia & Alabama 5s, 1946	102¼	102¼	102¼
Georgia, Car. & North. 1st 5s, 1929	103½	103½	103½
Georgia Pacific 1st 5s, 1922	112½	112½	114½
Georgia Sou. & Fla. 1st 5s, 1946	105½	105½	106
Petersburg, Class A 5s, 1926	107	107	108
Piedmont & Cum. 1st 5s, 1911	100	100	100
Potomac Valley 1st 5s, 1941	110	110	115
Savannah, Fla. & West. 6s	126	126	126
Seaboard Air Line 4s, 1960	69½	71	71
Seaboard Air Line 5s, 10-year, 1911	96½	96½	96½
Seaboard & Roanoke 5s, 1926	106	106	106½
Southern Railway Con. 5s, 1946	108	108	108½
Virginia Midland 5th 5s, 1926	107	107	107
Washington Terminal 3½s	87	87	87½
Western Maryland new 4s, 1962	73¾	74½	74½
Western North Car. Con. 6s, 1914	105	105	108
West Virginia Cen. 1st 6s, 1911	103	103	103½
Wilmington, Col. & Aug. 6s, 1910	102½	102½	102½
Wilmington & Wel. Gold 5s, 1935	108½	111	111

Street Railway Bonds.	Par.	Bid.	Asked.
Anacostia & Potomac 5s, 1949	99	99	99
Baltimore City Pass. 5s, 1911	101¼	101¼	101¼
Baltimore Traction 1st 5s, 1929	108½	108½	109½
Charleston City Railway 5s, 1923	105	105	105
Charleston Con. Electric 5s, 1909	92¼	92¼	92¼
Charlotte Electric 5s	100½	100½	100½
City & Suburban 5s (Balt.), 1922	106½	106½	106½
City & Suburban 5s (Wash.), 1948	101½	101½	101½
Knoxville Traction 1st 5s, 1928	104	104	106
Macon Ry. & L. 1st Con. 5s, 1903	92	92	92
Metropolitan 5s (Wash.), 1925	108	108	109½
North Baltimore 5s, 1942	108	112	112
United Railways 1st 4s, 1949	85½	85½	85½
United Railways Inc. 4s, 1949	82¼	82¼	82¼
United Railways Funding 5s	79½	79½	79½

SOUTHERN COTTON-MILL STOCKS. TO KEEP ABREAST.

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending July 8.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.)	90	92
Aiken Mfg. Co. (S. C.)	91	91
American Spinning Co. (S. C.)	136	136
Anderson Cotton Mills (S. C.)	85	85
Arkwright Mills (Ga.)	109½	115
Augusta Factory (Ga.)	80	85
Avondale Mills (Ala.)	112	116
Belton Mills (S. C.)	110	115
Bibb Mfg. Co. (Ga.)	113½	113½
Brandon Mills (S. C.)	125	127
Cabarrus Cotton Mills (N. C.)	127	127
Chadwick Mfg. Co. (N. C.) Pfd.	97	97
Chadwick Mfg. Co. (S. C.)	121	126
Clifton Mfg. Co. (S. C.)	115	120
Clifton Mfg. Co. (S. C.) Pfd.	100	100
Clinton Cotton Mills (S. C.)	147	147
Columbus Mfg. Co. (Ga.)	96	101
Courtenay Mfg. Co. (S. C.)	95	96
Dallas Mfg. Co. (Ala.)	80	82
Darlington Mfg. Co. (S. C.)	80	82
Eagle & Phenix Mills (Ga.)	130	137½
Easley Cotton Mills (S. C.)	140	140
Enoree Mfg. Co. (S. C.)	80	80
Enoree Mfg. Co. (S. C.) Pfd.	100	100
Enterprise Mfg. Co. (Ga.)	90	94
Exposition Cotton Mills (Ga.)	213	213
Gaffney Mfg. Co. (S. C.)	94	94
Gainesville Cotton Mills (Ga.)	63	66
Granby Cot. Mills (S. C.) 1st Pfd.	43½	50½
Greenville Mfg. Co. (S. C.)	165	165
Greenwood Cotton Mills (S. C.)	95	100
Grendel Mills (S. C.)	112	118
Henrietta Mills (N. C.)	161	175
King Mfg. Co. John P. (Ga.)	100	101
Lancaster Cotton Mills (S. C.)	110	110
Lancaster Cot. Mills (S. C.) Pfd.	92	92
Langley Mfg. Co. (S. C.)	92	100
Laurens Cotton Mills (S. C.)	160	160
Limestone Mills (S. C.)	140	140
Lockhart Mills (S. C.)	92	98½
Lockhart Mills (S. C.) Pfd.	97	100
Louise Mills (N. C.)	90	95
Louise Mills (N. C.) Pfd.	98	98

Marlboro Cotton Mills (S. C.)	90	93
Mayo Mills (N. C.)	105	185
Mills Mfg. Co. (S. C.)	107	110
Mills Mfg. Co. (S. C.) Pfd.	101	109 1/2
Monaghan Mills (S. C.)	107	110
Monarch Cotton Mills (S. C.)	107	110
Newberry Cotton Mills (S. C.)	107	110
Norris Cotton Mills (S. C.)	111	120
Olympia Cot. Mills (S. C.) 1st Pfd.	70	74
Orangeburg Mfg. Co. (S. C.) 1st Pfd.	80	97
Orr Cotton Mills (S. C.)	101	105
Pacolet Mfg. Co. (S. C.)	101	105
Pacolet Mfg. Co. (S. C.) Pfd.	101	105
Pelzer Mfg. Co. (S. C.)	105	115
Piedmont Mfg. Co. (S. C.)	105	115
Poe Mfg. Co. (S. C.)	105	115
Raleigh Cotton Mills (N. C.)	100	105
Richland Cot. Mills (S. C.) 1st Pfd.	52 1/2	52 1/2
Roanoke Mills (N. C.)	190	190
Saxon Mills (S. C.)	125	125
Sibley Mfg. Co. (Ga.)	63	65
Spartan Mills (S. C.)	148	155
Springsteen Mills (S. C.)	100	100
Trion Mfg. Co. (Ga.)	127	142 1/2
Tucapau Mills (S. C.)	156	200
Union-Buffalo Mills Co. 1st Pfd.	68	70
Victor Mfg. Co. (S. C.)	135	135
Warren Mfg. Co. (S. C.)	92	93 1/2
Warren Mfg. Co. (S. C.) Pfd.	103	103
Washington Mills (Va.)	30	40
Washington Mills (Va.) Pfd.	100	115
Whitney Mfg. Co. (S. C.)	140	140
Whitcassett Mills (N. C.)	130	136
Woodruff Cotton Mills (S. C.)	127	135

Quotations Furnished by William S. Glenn, Broker, Spartanburg, S. C., for Week Ending July 8.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.)	90	93
Aetna Cotton Mills (S. C.) Pfd.	97	97
Aiken Mfg. Co. (S. C.)	82	80
American Spinning Co. (S. C.)	125	125
Anderson Cotton Mills (S. C.)	80	80
Arcadia Mills (S. C.)	98	101
Arkwright Cotton Mills (S. C.)	112	112
Augusta Factory (Ga.)	90	85
Avondale Mills (Ala.)	110	110
Belted Mills (S. C.)	107	107
Bibb Mfg. Co. (S. C.)	116	116
Brandon Mills (S. C.)	125	125
Brogan Mills (S. C.)	55	62
Cabarrus Cotton Mills (N. C.)	120	120
Chadwick Mfg. Co. (N. C.) Pfd.	103	103
Chiquola Mfg. Co. (S. C.)	120	120
Clifton Mfg. Co. (S. C.)	117	117
Clifton Mfg. Co. (S. C.) Pfd.	103	103
Clinton Cotton Mills (S. C.)	94	97
Columbus Mfg. Co. (Ga.)	94	97
Courtenay Mfg. Co. (S. C.)	100	100
Dallas Mfg. Co. (S. C.)	92	96
Darlington Mfg. Co. (S. C.)	80	85
D. E. Converse Co. (S. C.)	112	112
Eagle & Phenix Mills (Ga.)	128	135
Easley Cotton Mills (S. C.)	130	136
Enoree Mfg. Co. (S. C.)	75	82
Enoree Mfg. Co. (S. C.) Pfd.	100	102
Enterprise Mfg. Co. (Ga.)	82	90
Exposition Cotton Mills (Ga.)	174	200
Gaffney Mfg. Co. (S. C.)	94	100
Gainesville Cotton Mills (Ga.)	45	52
Glenwood Mills (S. C.) Cotton.	112	112
Gluck Mills (S. C.)	94	98
Granby Cot. Mills (S. C.) 1st Pfd.	50	50
Graniteville Mfg. Co. (S. C.)	100	105
Greenwood Cotton Mills (S. C.)	94	96
Grendel Mills (S. C.)	115	115
Hartsville Cotton Mill (S. C.)	120	120
Henrietta Mills (N. C.)	145	145
Inman Mills (S. C.)	103	110
King Mfg. Co. (S. C.)	97	103
Lancaster Cotton Mills (S. C.)	102	110
Lancaster Cot. Mills (S. C.) Pfd.	92	99
Lancaster Mfg. Co. (S. C.)	100	102
Laurens Mills (S. C.)	150	162
Limestone Mills (S. C.)	125	125
Lockhart Mills (S. C.)	97	101
Lockhart Mills (S. C.) Pfd.	101	101
Loray Cotton Mills (N. C.) Pfd.	90	105
Louise Mills (N. C.)	90	95
Louise Mills (N. C.) Pfd.	102	102
Marlboro Cotton Mills (S. C.)	90	93
Mayo Mills (N. C.)	105	185
Mills Mfg. Co. (S. C.)	107	110
Mills Mfg. Co. (S. C.) Pfd.	101	109 1/2
Mollohon Mfg. Co. (S. C.)	103	103
Monaghan Mills (S. C.)	112	112
Monarch Cotton Mills (S. C.)	100	105
Newberry Cotton Mills (S. C.)	107	110
Ninety-Six Cotton Mills (S. C.)	104	104
Norris Cotton Mills (S. C.)	106	106
Odeil Mfg. Co. (N. C.)	80	80
Olympia Cotton Mills (S. C.)	70	74
Orangeburg Mfg. Co. (S. C.) Pfd.	80	97
Orr Cotton Mills (S. C.)	101	105
Pacolet Mfg. Co. (S. C.)	101	105
Pacolet Mfg. Co. (S. C.) Pfd.	101	105
Pelzer Mfg. Co. (S. C.)	105	115
Piedmont Mfg. Co. (S. C.)	105	115
Poe Mfg. Co. (S. C.)	105	115
Raleigh Cotton Mills (N. C.)	100	105
Richland Cot. Mills (S. C.) Pfd.	52 1/2	52 1/2
Roanoke Mills (N. C.)	118	118
Saxon Mills (S. C.)	125	125
Sibley Mfg. Co. (Ga.)	63	65
Southern Cotton Mills (N. C.)	58	63
Spartan Mills (S. C.)	148	155
Springsteen Mills (S. C.)	100	100
Trion Mfg. Co. (Ga.)	127	142 1/2
Tucapau Mills (S. C.)	156	200
Union-Buffalo 1st Pfd.	70	75
Union-Buffalo 2d Pfd.	20	27
Victor Mfg. Co. (S. C.)	130	130
Warren Mfg. Co. (S. C.)	97	100
Warren Mfg. Co. (S. C.) Pfd.	106	107
Washington Mills (Va.)	30	40
Washington Mills (Va.) Pfd.	100	105
Whitney Mfg. Co. (S. C.)	140	140
Whitcassett Mills (N. C.)	119	119
Woodruff Cotton Mills (S. C.)	127	132

Bank Reports.

The Citizens' Bank & Trust Co. of Ashland, Ky., reports June 29, 1907, loans and discounts, \$290,925; stocks and bonds, \$12,500; due from banks, \$44,269; cash and exchanges, \$21,556; capital stock paid in, \$187,200; undivided profits, \$2744; due to banks, \$1012; deposits, \$184,166; total resources, \$375,527. W. H. Dawkins is president; T. J. Shaut and S. G. Kinner, vice-presidents; J. S. Head, Jr., secretary and cashier, and W. H. Clay, assistant cashier. This concern began business January 14 of this year.

New Corporations.

The First State Bank of Uvalde, Texas, has begun business with D. W. Barnhill, cashier.

Reports state that local capitalists are planning to establish a new bank at Hammond, La., with \$150,000 capital.

The Farmers' Bank of Columbus, Ky., has begun business with C. H. Beshers, president, and Joel P. Deboe, cashier.

The Columbia Trust Co. of Bartlesville, I. T., capital \$250,000, is to begin business about August 1 with W. L. Norton president.

Reports state that D. R. Sterns, a banker of Cincinnati, Ohio, will establish a new bank at Canton, N. C., with \$25,000 capital.

The Ragland Abstract Co. of Sweetwater, Texas, has been incorporated with \$50,000 capital by R. A. Ragland, D. O. Clark and T. C. Rice.

The Madisonville Savings Bank is to be established at Madisonville, Ky., with \$25,000 capital. Lee Gibson will be president, and W. E. Wooten, cashier.

The Central Bank of Mississippi at Jackson, Miss., is reported to have begun business. W. J. Rice, L. E. Shilling and others are the organizers.

The San Antonio Abstract Co. of San Antonio, Texas, capital \$10,000, has been incorporated by J. E. Wells, J. S. Nugent, A. J. Wells and O. F. Nugent.

The Galveston Investment Co. has been incorporated at Galveston, Texas, with \$10,000 capital by A. G. Hubbard, J. T. Williams and Glenn C. Robinson.

The Louisburg Guarantee Loan & Realty Co., capital \$10,000, has been chartered at Louisburg, N. C., by R. G. Allen, W. H. Ruffin, T. T. Terrell and others.

The Citizens' Bank of Manitou, O. T., capital \$10,000, has been authorized to begin business with J. J. Hughes, president; L. Mathis, vice-president, and J. J. Mathis, cashier.

The Planters and Merchants' Bank of Hearne, Texas, has begun business with Tom M. Taylor of Calvert, president; R. W. Marshall, vice-president, and G. H. Albers, cashier.

The Farmers and Merchants' Bank in Newberry county, Little Mountain, S. C., has been granted a commission; capital \$10,000; J. H. Wise and W. R. Counts are the incorporators.

The Sanderson State Bank of Sanderson, Texas, has filed its charter; capital \$25,000. The incorporators are Joe Kerr, Charles Downie, N. H. Corder, J. C. Stansell and S. B. Hudson.

The Bank of Bluffton at Bluffton, Ga., has filed articles of incorporation; capital \$25,000. The organizers are J. J. Hayes, W. T. Hannon, C. T. Norton, J. E. Mansfield, W. F. Davis and others.

The People's National Bank of Abingdon, Va., has been approved; capital \$50,000. The organizers are H. H. Scott, Jesse L. Porterfield, W. M. Slem, M. H. Honaker and D. A. Preston.

The Farmers' State Bank of Texhoma, O. T., has been authorized to begin business with \$25,000 capital. Ben F. Davis is president; R. D. Stratton, vice-president, and A. F. Bailey, cashier.

Reports state that the Bank of Tampa at Tampa, Fla., has begun business with G. A. McLeod, president; J. L. Greer, vice-president; P. S. Cooper, cashier, and N. W. Hensley, assistant cashier.

The Dollar Savings Bank of Columbia, S. C., has been granted a commission; capital \$50,000. The incorporators are Arch B. Calvert, Jos. T. Johnson, M. Greenewald, T. J. Boyd and others.

The Bardwell State Bank of Bardwell, Texas, has filed its charter; capital \$10,000. The directors are J. Baldrige, T. A. Ferris, J. V. Clark, W. E. Richards, M. W. Wright, T. J. Cole and J. I. Eason.

The Dodds Investment Co. at Chattanooga, Tenn., has made application for a charter; capital \$15,000. The incorporators are A. J. Dodds, W. B. Hughes, J. A. Cooper, C. L. Barnett and W. B. Garvin.

The Investment Trust Co. of Wilmington, N. C., has filed articles of incorporation; capital \$200,000. The incorporators are Hugh MacRae, H. M. Chase, A. B. Skelding, C. Van Leuven and Raymond Hunt.

The Clyde National Bank at Clyde, Texas, capital \$25,000, has been authorized to begin business with T. E. Powell, president; J. M. Bryant and Fred Lane, vice-presidents, and C. A. Bowman, cashier.

The City National Bank has been organized at Altus, O. T., with \$25,000 capital. The officers are A. C. Fagin, president; Cage W. Beach and Robt. E. Dunlap, vice-presidents, and C. R. Donart, cashier.

The United States Audit Co. of Memphis, Tenn., capital \$25,000, has made application for a charter. The incorporators are A. A. Parsons, J. A. Tuthill, J. M. Davies, M. S. McGeebe and Henry Livingston, Jr.

A real estate and investment company has been organized at Cabot, Ark., with J. F. See, president; O. H. Beasley, secretary-treasurer; B. F. Hill, Dr. W. A. Thompson and Dr. J. F. Rooker, directors.

The Bank of Crosland at Crosland, Ga., capital \$25,000, is reported to have begun business with G. F. Clark, president; J. F. Royal and J. C. Cannady, vice-presidents; W. W. Baker, V. S. Horn and M. S. Shaw, directors.

The Continental Investment Co. of Fort Worth, Texas, capital \$20,000, has completed its organization by electing the following directors: W. E. Green, president; R. H. Foster, vice-president; C. B. Epes, secretary-treasurer; H. T. Edgar.

The American Bank of Little Rock, Ark., capital \$100,000, has been incorporated by J. E. England, president; Ed. Cornish, vice-president; J. E. England, Jr., secretary and treasurer. This concern succeeds the firm of Cornish & England.

The Farmers' Bank of Puryear (P. O. Peryear), Tenn., has been organized with J. Graves Littleton, president, and Barney W. Brisendine, cashier; directors, W. B. Jones, C. C. Miller, B. A. Jobe, T. K. Rose, Sam Calhoun, I. F. and Joe Littleton.

The Henderson National Bank at Huntsville, Ala., capital \$100,000, has begun business with Fox Henderson of Troy, Ala., president; W. F. Garth of Huntsville, vice-president; James Murphree, cashier; James W. Stevens, assistant cashier.

The Central Building & Loan Co. of Nashville, Tenn., capital \$100,000, has been organized by C. F. Sharpe, president; John T. Lelleyett, vice-president, and W. L. Horn, secretary-treasurer; S. Lieberman, A. S. Williams, H. W. Butteroff and J. H. Moore.

The Henderson National Bank at Huntsville, Ala., has begun business; capital \$100,000. The officers are Fox Henderson of Troy, Ala., president; W. F. Garth of Huntsville, vice-president; Jas. Murphree, cashier, and James R. Stevens, assistant cashier.

The DeKalb County Bank has been incorporated at Fort Payne, Ala., with \$25,000 capital. The directors are J. B. Haralson, president; T. J. Cook, cashier; Mrs. Mickler, W. W. Russell, S. L. Parish, W. C. Hill, A. L. Campbell, W. W. Haralson and S. B. Slone.

The Commercial Bank of Greenville, Miss., has begun business with: President, W. P. Kretschmar; vice-president,

Harley Metcalfe; cashier, Robert Toombs; directors, L. A. Bell, H. Metcalfe, P. L. Mann, E. R. Wortham, H. N. Alexander and W. P. Kretschmar.

The Brooksville Banking Co. of Brooksville, Fla., has elected temporary officers as follows: J. B. Norman, Jr., president; J. C. Burwell, vice-president; L. S. Pette-way, L. J. Cooper, J. W. McIntosh, M. L. Moseley, P. L. Weeks, K. W. Horne and J. C. Burwell, directors.

The Interstate Accident Insurance Co. of Birmingham, Ala., has filed articles of incorporation; capital \$10,000. The incorporators are W. D. Word, E. F. Enslen, J. H. Dean, Eugene E. May, S. H. Floyd, W. H. Gillespie, Nathan L. Miller and the Birmingham Mortgage & Trust Co.

The Bankers' Investment Co., organized last month at Dallas, Texas, with \$200,000 capital, has been granted a charter. Among the incorporators are W. R. Brents of Sherman, S. B. Norwood, president of the First National Bank of Cleburne; J. W. Haden of Bonham and S. J. McFarland of Ladonia.

The Bank of Shadydale has been organized at Shadydale, Ga., with \$25,000 capital. Business is to begin about September 1 with the following directors: C. S. Thompson, Covington, president; O. O. Banks of Shadydale, vice-president; Jake Thompson, W. J. Kelley, W. E. Baynes, R. L. Bailey and W. J. Tucker.

The Home Building and Loan Association has been organized at Eagle Lake, Texas, with \$50,000 capital. The directors are F. O. Norris, president; J. R. Westmoreland, vice-president; W. S. Strickland, attorney; A. C. McClanahan, G. W. Keith, Foy Stephens and A. M. Waugh. W. F. B. Wickers is treasurer.

The Selma Trust and Savings Bank, organized at Selma, Ala., with \$100,000 capital, will, it is stated, soon begin business with the following directors: E. C. Melvin, president; R. P. Anderson, vice-president and secretary; C. W. Robinson of New Orleans, M. Leva, R. H. Mabry, Minthorne Woolsey, L. E. Jeffries and Dr. A. W. Cawthon of Selma.

Reports state that the Farmers' Bank & Trust Co. of Versailles, Ky., capital \$75,000, is to begin business about July 10 with the following directors: C. S. Williams, president; H. M. Childers, vice-president; Joseph S. Minary, cashier; D. M. Ball, John B. Winn, W. H. Edwards, C. C. Jennings, L. S. Johnston, J. L. Cogar and Ernest Dunlap.

The People's State Bank of Pearsall, Texas, has organized with the following officers: Mason Maney, president; J. D. Oppenheimer, vice-president; Chas. E. Duller, cashier; S. W. Thomas, assistant cashier; directors, D. B. Little, C. B. Woodward, Mason Maney, W. A. Roberts, G. M. Magill, J. C. B. Harkness, Chas. E. Duller, C. H. Clifton and J. D. Oppenheimer.

The Cass County State Bank of Linden, Texas, has completed its organization by electing the following officers: C. H. Nelson, president; W. H. Harris, first vice-president; J. C. Faut, second vice-president; L. C. Weaver, cashier; I. N. Marett, assistant cashier; directors, John S. Morris, Dr. C. E. Davis, I. N. Marett, J. T. Sheffield, James E. Harris, S. E. George and J. C. Faut.

The Merchants and Farmers' Bank of Jesup, Ga., capital \$25,000, which has been doing business as a private institution, has made application for a charter. The incorporators are W. N. Whaley, H. W. Whaley, Joseph A. Morris, M. W. Kicklighter, Wayne county; E. D. Graham of Telfair county, and M. P. Snell of Bibb county. It is intended to convert the bank into a State institution.

The Farmers and Merchants' Bank of Greenville, S. C., is reported to have begun business with \$50,000 capital. The

directors are Robert I. Woodside, president; John W. Simpson of Spartanburg, vice-president; James Birnie, cashier; directors, Dr. Jos. B. Earle, Geo. T. Barr, John T. Woodside, J. H. Roe, W. C. Cleveland, Jr., J. D. Woodside, H. B. Tindal, L. Rothschild, Thos. I. Charles, John F. Mitchell and James P. Carey of Pickens.

The Exchange National Bank of Waco, Texas, capital \$200,000, will, it is stated, begin business the latter part of August with the following directors: D. S. Edkins of Marlin, president; A. P. Duncan, first vice-president; C. M. Hubby, second vice-president; Gip Smith of Roswell, third vice-president; F. E. McLarty, cashier; R. L. Cartwright, W. H. Maloney, J. S. Harris, W. H. Minier, Sam Sanger, P. A. Gorman, W. H. Vaughn, John Wright, B. H. Oates and W. H. McCullough. Cullen B. Cooper is assistant cashier.

The Continental Life Insurance Co. of Denton, Md., capital \$1,000,000, has filed articles of incorporation. The officers are: President, Philip Burnet, Wilmington; vice-president, Harvey L. Cooper, Denton; second vice-president, George E. Saulsbury, Denton; treasurer, L. L. Dirickson, Jr., Berlin; medical director, Dr. P. W. Tomlinson, Wilmington; directors, Dr. Hiram R. Burton, Lewes; James E. Ellegood, Salisbury; Dr. Charles M. Ellis, Elkton; Wilbur W. Hubbard, Chestertown; Joshua W. Miles, Princess Anne; John S. Mullin, Jr., Wilmington; DeCourcy W. Thom, Queenstown, and Geo. W. Woolford, Cambridge.

The Commonwealth Life Insurance Co. of Baltimore, Md., capital \$150,000, has been organized with the following directors: Samuel C. Rowland, vice-president of the International Trust Co.; W. Champlin Robinson, W. Irvine Keyser, Keyser Building; Summerfield Baldwin, Jr., Woodward & Baldwin; J. Harry Lee, Theodore K. Miller, Jr., Daniel Miller Company, Eli Oppenheim, director National Exchange Bank; Col. Oswald Tilghman, secretary of State; W. D. Allen, secretary Farmers' Trust Co.; Redmond C. Stewart, Columbus O'D. Lee, director Maryland National Bank; Jos. Di Giorgio, director Maryland National Bank, and Milton Dashiell.

New Securities.

Anderson, W. Va.—Anderson independent school district is reported to have voted \$15,000 of school bonds.

Atlanta, Ga.—Application is to be made to the Legislature for authority to issue \$500,000 of bonds to pay the city's part of the proposed new City Hall and courthouse.

Baltimore, Md.—The Roland Park Co. has filed a mortgage at Towson in favor of the Baltimore Trust & Guarantee Co. to secure an issue of \$200,000 of 5 per cent. bonds for improvements at Roland Park, a suburb of Baltimore.

Bartlett, Texas.—The election to vote on \$20,000 of school bonds is to be held July 22.

Belhaven, N. C.—Reports state that all bids received July 1 for the \$15,000 of 5 per cent. 20-year school-building bonds were rejected.

Bevier, Mo.—The Little & Hays Investment Co. of St. Louis has been awarded at a premium of \$122.50 the \$11,500 of 5 per cent. 5-20-year building bonds of this district. These bonds were voted last May.

Big Springs, Texas.—The city has voted \$46,000 of courthouse and jail bonds.

Biloxi, Miss.—The \$50,000 of 5 per cent. school bonds offered but not sold July 2 are to be readvertised. O. G. Swetman is City Clerk.

Binghamton, Tenn.—Bids are soon to be asked for the \$20,000 of 5 per cent.

20-year water-works and sewer bonds recently voted.

Bluefield, W. Va.—Bids will be received by the Board of Supervisors, J. T. Akers, auditor, until 10 A. M. July 27 for \$100,000 of 5 per cent. 30-year street, city buildings and other improvement bonds.

Boston, Ga.—The Bank of Thomasville, Ga., has purchased at par \$10,500 of 5 per cent. electric-light bonds, and the Merchants and Farmers' Bank of Boston \$5000 of the \$12,000 of 5 per cent. water-works bonds. It is stated that bids for the remaining \$7000 of water-works bonds are now being asked.

Charleston, S. C.—The \$1,000,000 of 4 per cent. 30-year refunding bonds have been declared valid by the Supreme Court, and the bids received last May will now be opened.

Charleston, S. C.—The city has sold \$1,000,000 of 4 per cent. 30-year refunding bonds, \$175,000 being taken at par and the remainder at a premium. The purchasers are Charleston Orphan House, \$315,000; College of Charleston, \$210,000; Enston Home, \$82,000; People's National Bank, \$60,000; Enterprise Bank, Hibernian Bank and the Equitable Fire Insurance Co., the aggregate of their purchases being \$175,000. Twelve other bidders also received allotments.

Cheneyville, La.—The \$16,000 of 5 per cent. 1-10-year school bonds offered June 25 were not sold.

Clinton, Tenn.—Reports state that Anderson county will issue \$100,000 of road bonds.

Commerce, Texas.—An issue of \$16,000 of water-works bonds was recently voted.

Dallas, Texas.—The State Board of Education has purchased for the permanent school fund \$5000 of 5 per cent. bonds.

El Paso, Texas.—The \$100,000 of 5 per cent. 20-40-year school bonds offered July 3 were purchased by Spitzer & Co. of Toledo at \$5230 premium.

Gainesville, Texas.—The election recently held to vote on \$100,000 of first district road-improvement bonds failed to carry.

Graham, Texas.—Bids will be received until August 1 by M. K. Graham, Mayor, for \$15,000 of 5 per cent. 5-20-year water-works bonds.

Grain Valley, Mo.—The Bank of Grain Valley is reported to have purchased \$6000 of bonds of school district No. 3.

Greenville, Tenn.—Greene county has been authorized to issue \$100,000 of road bonds.

Greensboro, N. C.—The Board of Aldermen is reported to be planning to call an election to decide the question of issuing bonds to cover part of the floating indebtedness.

Greenville, Texas.—The Attorney-General has approved \$40,000 of 4½ per cent. sewer bonds.

Greenville, Texas.—The State Board of Education has purchased \$40,000 4½ per cent. sewer and \$4000 of 5 per cent. refunding bonds and \$5500 of 4¾ per cent. school bonds.

Gulfport, Miss.—Reports state that the \$125,000 of paving, \$30,000 of water and sewer extension, \$18,000 of school and \$4000 of jail 5 per cent. 20-year bonds offered July 2 were not sold.

Guthrie, Texas.—The \$1575 of 4 per cent. King county bridge repair bonds have been purchased by the State Board of Education.

Guthrie, O. T.—Reports state that \$25,000 of Sayre water-works construction bonds recently voted have been sold at a premium of 105.

Hartshorne, I. T.—Reports state that bonds for new school will soon be issued.

Hobart, O. T.—Bids will be received until 8 P. M. July 18 by A. W. Kerr, City Clerk, for \$25,000 of water-works, \$25,000

of sewer and \$15,000 of street improvement 6 per cent. 30-year bonds.

Jacksboro, Tenn.—Campbell county will, it is stated, issue \$100,000 of road bonds.

Jackson, Miss.—Reports state that bids will soon be asked for the \$216,000 of water-works purchase bonds.

Jacksonville, Ala.—The city has voted to issue \$10,000 normal school building bonds.

Jefferson City, Mo.—The \$44,000 of 4 per cent. 10-year renewal bonds have been purchased at par by the First National Bank of Jefferson City.

Jennings, La.—Bids will be received by V. M. Twitchell, Mayor, until 8 P. M. July 15 for \$40,000 of 5 per cent. 30-40-year school-building bonds.

Kansas City, Mo.—The Long-Bell Lumber Co. is reported to have placed on the market \$9,000,000 of timber bonds.

Kilmichael, Miss.—The Council has voted \$6000 of school bonds, and bids will be received until July 16.

Kingstree, S. C.—The MANUFACTURERS' RECORD is informed that the school district, and not the town, has voted to issue \$10,000 of bonds. L. Stackly, N. D. Lesesne and E. C. Epps compose the board of trustees of this district.

Lagrange, Ga.—The \$15,000 of school and \$25,000 of paving 4½ per cent. school bonds have been purchased at a premium of \$20 by S. A. Kean of Chicago.

Little Rock, Ark.—A deal has been perfected, it is stated, whereby the Mercantile Trust Co. takes the \$335,000 bonded indebtedness of Pulaski county at 4½ per cent.

Marshall, Texas.—The Marshall National Bank is reported to have purchased at public auction \$30,000 of the \$90,000 sidewalk improvement bonds, paying a premium of \$1050 and accrued interest.

Maryville, Tenn.—Bids will be received until 1 P. M. July 15 by J. L. Clemens, chairman Blount county court, for \$40,000 of 5 per cent. courthouse bonds.

Maysville, S. C.—The election recently held to vote on \$6000 of school bonds failed to carry.

Maxton, N. C.—It is reported that an election is to be held to vote on water and sewerage system bonds.

McMinnville, Tenn.—Bids will be received at any time for \$150,000 of Warren county road bonds. Address secretary Board of Commissioners.

Memphis, Tenn.—Reports state that the Bank of Commerce & Trust Co. has declined to take the \$200,000 of water bonds, and that the securities will again be offered July 15.

Memphis, Tenn.—Bids will be received by J. J. Williams, president Municipal Council, until noon July 15 for \$551,000 of 4½ per cent. 30-year refunding bonds. These are the bonds reported on June 6 as sold.

Monett, Mo.—Bids will be received by J. M. Russell, Mayor, until July 23 for \$7000 of 10-20-year sewer bonds.

Monterey, Tenn.—The city has voted \$15,000 of electric-light and water and \$10,000 of school-building bonds.

Montgomery, Ala.—The \$250,000 of 4½ per cent. 50-year Montgomery county road bonds have been purchased by the First National Bank of Montgomery at a premium of \$1500.

Morgantown, W. Va.—On July 6 \$45,000 of street improvement and \$20,000 of sewer extension 5 per cent. 10-30-year bonds were voted.

Nashville, Tenn.—Reports state that the Watauga Club will issue \$105,000 of 6 per cent. first mortgage bonds for erection of clubhouse.

Nashville, Tenn.—New bids are to be asked for the \$960,000 of Davidson county bridge, courthouse and jail bonds until July 23.

Natchez, Miss.—Adams county is reported to have under consideration the question of issuing \$10,000 of road-improvement bonds.

Newbern, N. C.—Messrs. Seasongood & Mayer of Cincinnati have purchased \$30,000 of 5 per cent. 30-year water, light and sewer bonds at \$250 premium.

Newnan, Ga.—At noon on July 15 the city will offer for sale \$25,000 of 4½ per cent. 27-30-year water, light and sewer bonds. E. D. Fouse is City Clerk.

New Orleans, La.—The date of receiving bids for the \$200,000 of 4 per cent. school teachers' salary bonds has been postponed from July 12 to July 23.

Paducah, Ky.—In November McCracken county will vote on \$100,000 of road bonds.

Palacios, Texas.—An issue of \$5000 of 5 per cent. schoolhouse bonds has been purchased by the State Board of Education.

Paris, Ark.—The MANUFACTURERS' RECORD is informed by J. A. Maddox, secretary the Commercial Club, that the town is asking bids for putting in water-works system, and that an improvement district will be formed and bonds issued to carry on the work.

Pennsboro, W. Va.—An election is to be held July 16 to vote on \$12,000 of 10-20-year water-works bonds. J. K. B. Woodell is Mayor.

Princeton, Mo.—The Little & Hayes Investment Co. of St. Louis has been awarded at par the \$10,750 of 5 per cent. 5-20-year water-works bonds.

Queen City, Mo.—Reports state that \$7000 of improvement bonds have been authorized by the Town Council.

Rome, Ga.—Bids will be received by J. R. Cantrell, City Clerk, until August 1 for \$75,000 of street improvement and \$50,000 of water-works extension and improvement bonds, 4, 4½ and 5 per cent. 1-30-year bonds. The bonds will be issued in lots of \$50,000.

Russellville, Ark.—The Bank at Cotton Plant, Woodruff county, is reported to have purchased \$22,000 of school bonds.

Rutherford, Tenn.—G. M. Savage, Mayor, is offering at private sale \$15,000 of 6 per cent. 10-40-year high-school building bonds.

Salem, W. Va.—An ordinance is to be prepared, it is reported, calling for an election to increase the interest rate from 5 to 6 per cent. on the \$31,500 of water, paving and sewer bonds recently voted.

Seymour, Texas.—An issue of \$5000 of 4 per cent. 20-year refunding bonds has been approved.

South Boston, Va.—This place recently voted \$20,000 of school bonds.

Spartanburg, S. C.—An election is to be held in Spartanburg county August 27 to vote on \$200,000 of road bonds.

Stillmore, Ga.—An election is to be held August 12 to vote on \$15,000 of 5 per cent. 20-year bonds for school building, grounds and two dormitories.

Tryon, N. C.—The \$12,000 of township road bonds recently voted are being offered for sale. Address F. S. Wilcox.

Tuttle, I. T.—Reports state that \$7000 of school bonds have been authorized by the United States Inspector.

Warm Springs, Va.—Bath county has sold \$35,000 of 5 per cent. 3-20-year improvement bonds as follows: J. S. Hain, Covington, at 101.25, \$10,000; Covington National Bank, Covington, at 101.062, \$10,000; J. E. Rollins, Covington, at 101, \$5000; W. A. Rhinehart, Covington, at 100.75, \$10,000.

Winder, Ga.—Reports state that application is to be made to the Legislature for authority to issue \$45,000 of water-works bonds.

(For Additional Financial News, See Page 46.)

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